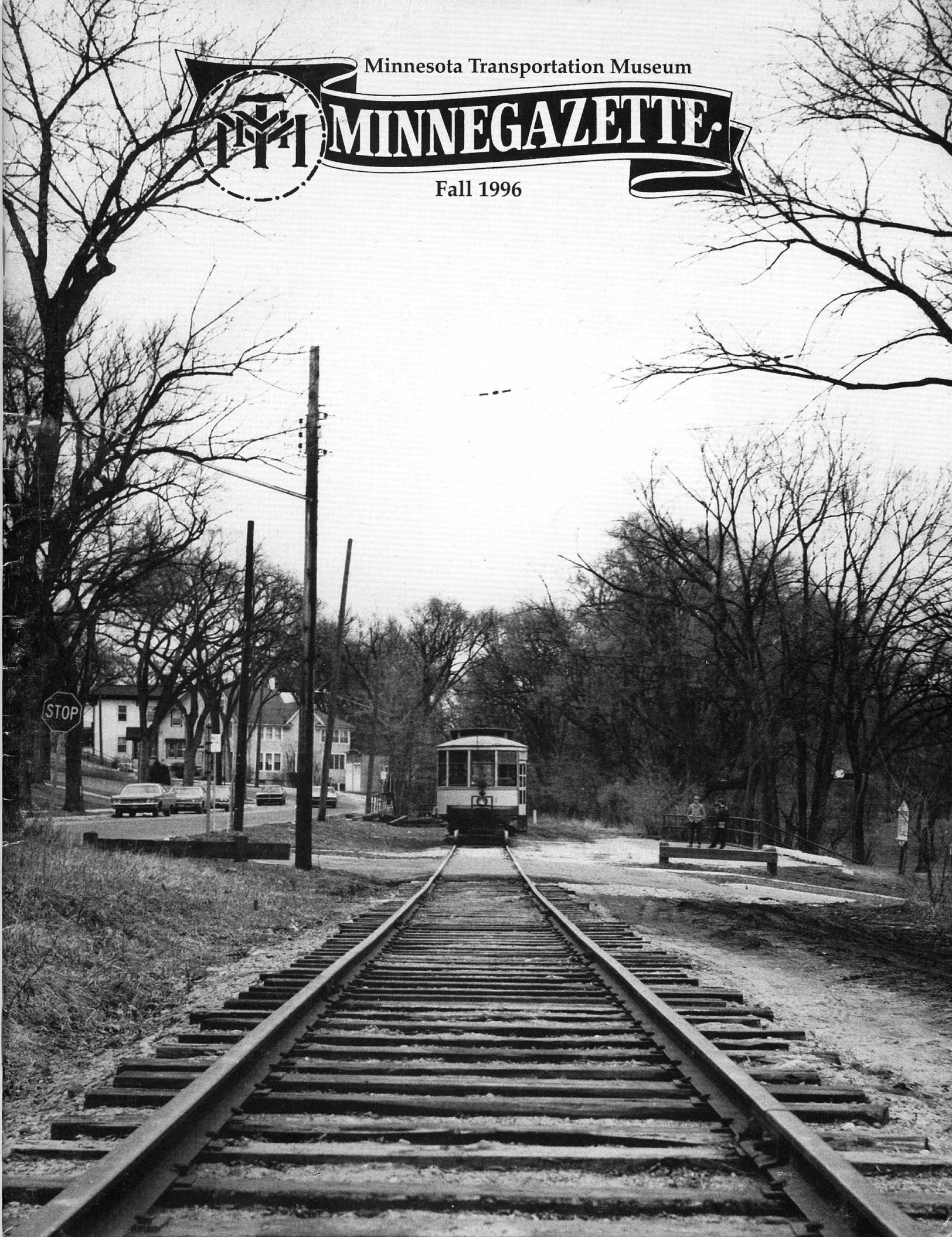


Minnesota Transportation Museum

MINNEGAZETTE

Fall 1996





S.S. THORPE

INLAND WATERWAYS CORPORATION

BOW IWC 558

S.S. THORPE



Official Publication of the

MINNESOTA TRANSPORTATION MUSEUM, INC.

P.O. Box 17240, Nokomis Station
Minneapolis, MN 55417-0240

EDITORIAL STAFF

Aaron IsaacsEditor
3816 Vincent Ave. So.
Minneapolis, MN 55410
Sandra Kay BergmanProduction Editor
Alan JensenCirculation

CIRCULATION

The *MinneGazette* is published quarterly by the Minnesota Transportation Museum, Inc., and is mailed to members in good standing without charge under Third Class postal permit. Members may request First Class Mailing for an additional \$5 per year charge.

SUBMISSIONS

The *MinneGazette* welcomes submissions for publication of articles, photos and other illustrative materials of historical interest relating to transportation in the Upper Midwest. No payment is made, and publication is at the editor's discretion.

MUSEUM PURPOSE

The Museum is a non-profit educational corporation organized in Minnesota in 1962 to preserve and communicate to the public the experience of Minnesota's surface public transportation history. It operates the Como-Harriet Streetcar Line and the Minnehaha Depot in Minneapolis, the Jackson Street Roundhouse in St. Paul, the Osceola & St. Croix Valley Ry. in Osceola and the Steamboat Minnehaha in Excelsior.

MEMBERSHIPS

Individual	\$ 25	Family	\$ 30
Sustaining	\$ 50	Sponsor	\$ 100

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ADDRESS CHANGES AND MEMBERSHIP CONCERNS

Send to:

David Kettering - Membership Secretary
171 Valleyside Dr., St. Paul, MN 55119

Public Information
(612) 228-0263

Member Information Line
(612) 228-9412

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THANK YOU FOR YOUR GENEROSITY

-To Alliantech Systems, Tom Beaumont, Lyndon Benson, Linda M. Boden, Marilyn and Wayne Brock, Robert E. Cumbey, Dayton-Hudson, Maryellen Digre-Mueller, Howard M. Guthmann, Bill Herzog (matched by IBM), Richard Hesse, Clifford A. Johnson, Jerome Kainz, Marvin Krafve, Lewis C. McGonagle, Elwin and Rosa Miller, Steve and Jan Mitchell, Russell Olson, The Onan Family Foundation, Louis A. Potter, Jr., Frank and Judy Sandberg, Dennis Stevens, Peter Swensen, Dave Ven Huizen, Ehler Wallin, and Sven Wehrwein for their donations to the Traction Fund.

CORRECTIONS & NEW INFO

Joe Elliott writes, "The NP coach yard (pictured in the Summer 96 issue) contains a sad detail in the five observation cars that had recently been removed from the North Coast Limited. They are coupled together at the left."

NOTES

The combination of a new printer and digitized photo reproduction has dramatically reduced the cost of producing color *MinneGazette* covers, so you'll be seeing them more often. If you have good color slides of vintage rail subjects or recent MTM activity, please feel free to submit them. We can also reproduce them in black and white.

Steve Glischinski's cover photo of the "over-under" meet also appeared in the back pages of *Trains* magazine. That version of the photo shows the high school football slogan "Kill Trojans" in big graffiti letters on the white painted bridge. The *MinneGazette* staff thought the undignified message would detract from an otherwise wonderful shot, so Sandy Bergman repainted the bridge an appropriate boxcar red.

We're sure glad Steve was there, because the Editor guessed wrong on the photo angle. He and members John Dillery and Frank Loetterlie were in another boat off to the right. Their view was okay, but the better shot was used.

Front cover: Back then there was no depot, no overhead wire, just one streetcar and the track stopped at 42nd Street. What a difference 25 years makes.

Inside front cover: Fairview and St. Mary's Hospitals overlook the Minneapolis Municipal Barge Terminal, where a steam powered stern wheeled towboat has deposited a bargeload of tractors for transshipment to railcars. The date is November 16, 1937.

Minnesota Historical Society collection.

MTM makes the national press, sort of. The September 2 issue of *Newsweek* magazine has a photo story on Democratic party stalwarts. **Walter Mondale** is pictured standing in the middle of a railroad bridge--eek! It's the O&StCV swing bridge over the St. Croix! When he's not at his post as Ambassador to Japan, Mondale lives on the Minnesota side of the river just north of the bridge. Wonder if he's available to work as a car attendant.

L&RP FOLDS

Publisher Pentrex has announced that *Locomotive & Railway Preservation Magazine* will cease publication with the January 1997 issue. This leaves a gaping hole in the field. The Association of Railway Museums (ARM) is responding by upgrading the ARM Report. Renamed *Railway Museum Quarterly*, it will feature more pages and photos. Subscriptions are available for \$15 per year. Write to: ARM Circulation, P.O. Box 3311, City of Industry, CA 91744-0311.

NEW MEMBERSHIP POLICY

MTM memberships have always ended on December 31st, regardless of when during the year the membership began. This led to some new members receiving only a partial year for their dues, while those joining after September 1st were good through the following year.

At its September meeting, the Board of Trustees voted that all memberships will run for 12 months from the date dues are received. Any member who has already received a membership card for 1997 will be paid up through the end of 1997.

OBITUARY

Longtime member **Bob Bowes** died on September 24 at age 82. Bob was one of the foremost collectors of Twin City Lines photos and artifacts, which he generously made available to the Museum as needed. He donated most of the interior ad cards, tokens, fare boxes, hat badges, the headlights for #78, and photos for the *MinneGazette* and "Electric Railways of Minnesota". He is survived by his wife Dorothy.

LETTER FROM THE CHAIR

-Michael E. Miller

Reorganizing Osceola

The organization and the philosophical basis for the Osceola & St. Croix Valley Railway have undergone some significant changes in the past few months. Hopefully, these will have a profound and favorable impact on the Railway's future development.

At the beginning, a decision was made to create a separate Wisconsin non-profit corporation to govern the railway. It was to be a partnership between MTM and the Osceola Historical Society (OHS), owners of the Osceola depot. It would have its own board, which would include representatives from the Valley communities. The intent was to learn from Stillwater, where failure to establish community support led to the death of the Stillwater & St. Paul RR. A Wisconsin corporation would also be in a better position than a Minnesota corporation to solicit funds and other assistance on that side of the St. Croix. In addition, it was proposed to create a "Friends of the Railway" group to provide additional support.

In the simplest terms, the functions of the Railway Board were to be governance and support. As time progressed, however, some would argue that the Board became too heavy on governance. The "Friends of the Railway" was never established. An adversarial relationship developed between the Railway Board and the MTM Railroad Division, which was seen merely as a "vendor of services". It was strongly implied that if the service was not satisfactory, the Railway would hire another vendor (although who was never made clear).

Gradually the Railway Board came to act as an entity independent from MTM and OHS, and was not very representative of either. In the process some personality conflicts escalated the tension.

The situation was not helped by the Railway Board's bylaws. All plans and budgets had to also be approved by the MTM and OHS Boards, which was awkward and time consuming even when everyone agreed. The bylaws also called for Board meetings only twice year, with work in the interim to be handled by an Executive Committee that lacked proper MTM representation. The result was poor communication and the inability to make basic management decisions in a timely fashion.

By the beginning of 1996 it seemed that the problem might be too few MTM representatives on the Board. So a few more were added. Nothing changed. After talking with the rest of the OHS Board, it became clear that the Railway Board had been blocking communication, rather than facilitating it.

The structure wasn't working and needed to be changed. So in June a committee was appointed to develop a proposal for "a reconstituted structure for the Board". They recommended that the Board should represent "a direct, active relationship/link between the MTM and the OHS," and that it should serve the following purposes.

- To secure a broad base of community support for the Railway in the Valley.
- To insure a smoother running operation.
- To utilize the best talents of a wide range of people involved in the Railway.

It was proposed that the Board "be co-chaired by persons appointed by the OHS and the MTM", and that it include the following representatives:

- Two from OHS
- Two from MTM
- One each from:
 - Osceola area
 - Dresser area
 - Amery area
 - Marine-on-St. Croix
 - Scandia Township
 - O'Brien State Park
 - Osceola Business Association
- A legal representative
- Others as deemed appropriate
- The Chairs of MTM and OHS as ex-officios.

It was further proposed that "...following reorganization, a well-publicized meeting be held (in the Valley) of anyone wanting to attend to discuss the current and future status of the Railway in the Valley."

This proposal was approved by the Railway Board at its August meeting and actions were taken to implement it. There was strong consensus that the railway operation itself should be handed by the volunteers of MTM. However, everyone is welcome to participate as a volunteer. The important point is that, operationally, the Railroad Division has its own internal structure and leadership which, like any MTM division, is responsible for issues of safety, training, equipment maintenance and day to day operations.

It is hoped that a broader based Railway Board can bring more Valley residents into the operation and into

functions such as planning, marketing, fund raising, maintenance and restoration, and thereby improve relations with communities along the line.

The St. Croix Valley provides an operating site of unsurpassed natural beauty and history. We hope to benefit the communities in the Valley with an operation that is consistent with that history.

The events and changes of this year are just one more chapter in the story of the Osceola & St. Croix Valley. Hopefully, they will bring a greater feeling of ownership by all the parties so we may put the host/guest relationship in the past. Then the railway will be seen by all of us as "ours".

If you look at this issue's masthead, you'll notice a few changes in the Board of Trustees. **John Diers** has moved to Racine, WI to take a new job. I nominated **Leo Meloche** to fill John's Elected Trustee position for the remaining year of his term. Recognizing the Steamboat Division's startup of scheduled service, non-voting Trustee **Bob Torkelson** has moved into Leo's Appointed Voting Trustee position. Osceola's **Pat Kytola** has joined the Board in Bob's old spot. **Steve Stocker** is also no longer on the Board.

Next issue will see more changes following the annual election.

BOARD OF TRUSTEES

July 1996

-The Board did not meet.

August 1996

- Filled the board vacancy created by the resignation of **John Diers** (see page 3).
- Suspended a member indefinitely as the result of an incident in Osceola.
- Approved a "finders fee" incentive for operating divisions to recruit new members.
- Authorized **Louis Hoffman** to represent MTM in Lake Street extension talks with the Minneapolis Park Board.

September 1996

- Approved the reorganization of the Osceola & St. Croix Valley Railway (see page 4).

Due to track conditions, #78 didn't see much service this year. Here it delivers visiting Minnesota Historical Society staff members on July 25th. Note the new span wire target just behind the car. John Prestholdt photo.

TRACTION REPORT

- Louis Hoffman

25th Anniversary a big success

On Saturday, August 24, the Como-Harriet Streetcar Line celebrated the 25th anniversary of the first trip by #1300 on August 19, 1971. Back then, #1300 ran from the simple gravel platform at 42nd Street to the single car barn tucked under the Linden Hills Boulevard bridge, powered by the now-legendary "goat." Much has changed in the intervening 25 years - two additional streetcars operating with a fourth under restoration, a bus, a mile of track, fully under wire, a brick and concrete platform and depot at 42nd Street, a full selection of quality souvenir items, innovative exhibits, a cohesive, well-financed, well-run, and well-staffed organization, and much more, as visitors to Lake Harriet know.

And even more is on the way - \$150,000 in ISTEAF-funded improvements this fall and next spring and the arrival of the PCC just for starters. Then there are more streetcars and buses to restore, track and overhead wire to upgrade, and a myriad of other improvements that are either planned or have been suggested. These are all on top of the everyday, normal maintenance that already keeps more than 100 volunteers busy and greatly strains our budget. All of this is easily another 25 years worth of work.

August 24 coincided with our monthly car cleaning party, so our streetcars were spotlessly clean despite a smaller than usual cleaning crew. Thanks to foreperson **Maryellen Digre-Mueller**, Mark



Volunteer crews spent October preparing the car barn area for the ISTEAF funded expansion. Aaron Isaacs photo.

Digre, Karen Digre (age 5), **Brian Hayes**, and **Jim Otto** for joining me. **Ben Exley** and **Roy Harvey** tidied up the car barn. Roy also decorated #78 with four small flags, joining #1300, whose flags debuted on Independence Day. Thanks to **Mike Miller**, who previously installed the genuine TCRT brackets on #1300, and who decorated the depot with red, white, and blue bunting. **Michael Sciortino** inflated countless red, white, and blue helium balloons which festooned the line from end to end. All in all, the property had an air of festivity.

At about 11:30, the crews spotted the fleet at the Linden Hills Depot, draped in bunting for the occasion.

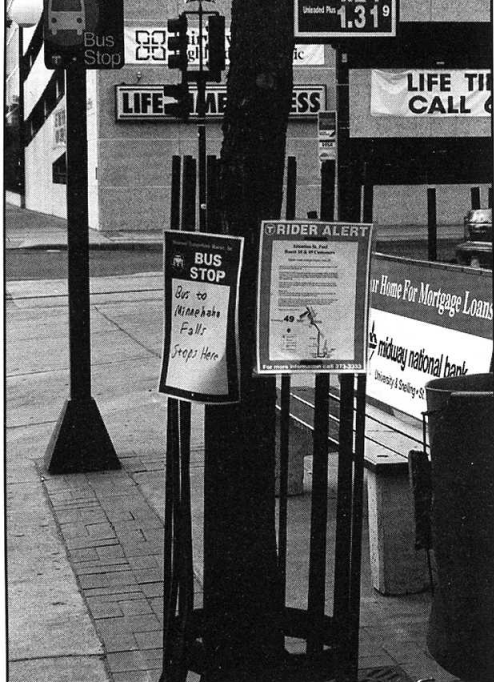
Shortly before Noon, our guests began arriving: Senate President **Allan Spear**, Hennepin County Board Chairman **Peter McLaughlin**, 10th Ward City Council Member **Lisa McDonald** and about 100 other members

and friends. They and our other guests were welcomed by Chairman **Mike Miller** who, in his remarks, aptly referred to the Museum's "crown jewel". Senator **Spear**, Commissioner **McLaughlin**, and Council Member **McDonald** spoke, congratulating us on our all-volunteer efforts to preserve history, as well as the quality of our efforts, and recognizing the line as a neighborhood institution. Council Member **McDonald** presented a City Council Resolution honoring our 25th anniversary and promised to work with Council Member **Steve Minn** (who was out of town) to secure funding to extend the line to Lake Street. I presented Proclamations from **Governor Arne Carlson**, Minneapolis Mayor **Sharon Sayles Belton**, and St. Paul Mayor **Norm Coleman**, declaring August 24, 1996 to be "Como-Harriet Streetcar Line Day" in Minnesota, Minneapolis, and St. Paul.

After the ceremonies concluded, operations began - transit vehicles were dispatched in three directions, two via rail, one via road. Streetcar operations followed the plan devised by **Al Jensen** and executed flawlessly by **Karl Jones** and his crews. **George Isaacs** and **Brian Hayes** hosted car barn visitors, who enjoyed a special 25th anniversary cake as well as George's exhibits on the ISTEAF project and the PCC restoration. The ceremonial first cuts were made by members who were present at the start, **George and Florence Isaacs**, **Charles McCarthy**, and **Dave Norman**.

The festivities were well covered in the local media both before and after. Radio station K102 interviewed General Passenger Agent **Michael Sciortino** at length before the 24th and the event itself was covered by both KMSP 9 and KARE 11, the latter running a very long story on the 5 o'clock news the evening of the event. A shorter story on KMSP





Not content to just run special service for the Minnehaha Depot Open House, Fred Beamish created an entire bus route, complete with pocket schedules and temporary bus stop signs. Witness Ford Parkway at Finn. At the Ford Plant, #1399 demonstrates how bus styling has changed since the 1950's. Louis Hoffman photos.

aired at 9 o'clock. Thanks to Michael for arranging this coverage, and for the overall organization of this superb event, which was carried off flawlessly. Thanks also go to Superintendent of Transportation Al Jensen for once again organizing a magnificent operation, which was under the supervision of Karl Jones in Al's absence. Thanks are also due to the day's crew, Lyndon Benson, Mike Buck, Dave Culver, Dave Jasper, John Kennedy, Brian Krynski, John Prestholdt, Jim Vaitkunas, and Tony Vaitkunas, to bus driver Cheryl Kienietz-Hall and Fred Beamish, who planned the bus service, to our carbarn hosts, George Isaacs and Brian Hayes, and to Pat Harvey and Wanda Sims who assisted with serving cake.



Dale Hromadko and an unidentified hand demonstrate the Peel Away system for removing lead based paint from the PCC. The chemical-backed paper strip is applied to the car side, left in place for several days so the chemicals can work, and then peeled back, taking most of the paint with it. The rest scrapes right off.

John DeWitt photo.

Annual Appeal and other donations

Donors to the 1996 Annual Appeal at press time include: **Tom Beaumont, Lyndon Benson, Linda M. Boden, Marilyn and Wayne Brock, Robert E. Cumbey, Howard M. Guthmann, Bill Herzog** (matched by IBM), **Richard Hesse, Clifford A. Johnson, Jerome Kainz, Marvin Krafve, Lewis C. McGonagle, Steve and Jan Mitchell, Louis A. Potter, Jr., Frank and Judy Sandberg, Dave Ven Huizen, Ehlert Wallin, and Sven Wehrwein.** These donations total \$1,555. The total amount from Appeal donations in the past few months totals \$2,582. Other cash and in-kind donations have been received from the following members and friends: **Louis Hoffman, Brian Krynski** (matched by the **Dayton Hudson Foundation**), **Elwin and Rosa Miller, Judy K. Oberg, and Jim Vaitkunas.** These donations total \$1,027.

Our great thanks to all donors, especially those who did not request premiums, allowing us to use their entire contribution benefit the streetcar line. If you haven't yet made your contribution to the 1996 Annual Appeal, please do so. If possible, consider contributing at a higher level than last year. And for those of you who did not contribute to last year's Appeal, please consider a contribution this year. If each of the more than 700 members who did not contribute last year gave only \$5 this year, that would be \$3,500 and would allow us increase the revenue from the Appeal by more than half. Last year's Appeal raised more than \$6,000.00 and the 1996-1997 Traction Division budget is based on equaling

that amount. Beating it would be even better. To do that, we need your help.

We also want to apologize for those of you who requested CHSL pins during last year's Appeal. We ran out midway through. Because it was late in the season and cash was tight, we decided to delay our re-order until the spring when operations would be bringing in revenue. Unfortunately, we ran into numerous delays from our formerly reliable vendor. At this point, all pins should have been delivered. If you haven't received your pin, please leave a message at 729-0287 with your name and address and your pin will be delivered promptly. We thank all of you who waited so patiently and apologize for the delay.

Another source of needed income has come from the beautiful new donation box in the Linden Hills Depot. Made by **Jeanne Inselman**, it has brought in more than \$250 this year. There has been some change, quite a few dollar bills, and a surprising number of fives, tens, and even twenties.

Trolleys to Lake Street?

The Park Board's long-range plans for the Chain-of-Lakes parks include extending the Como-Harriet Streetcar Line to Lake Street. Three major issues remain to be decided, including where exactly it will go, how it will be paid for and by whom, and how it will be operated.

From the completion of the Northern Extension to Lake Calhoun in 1977, the Traction Division planned a further extension to Lake Street. The lack of resolution of the three issues listed above, however, prevented it from

happening. As a result, it was quietly dropped from the Traction Division's Long-Range Plan in the early 1990's. In the back of everyone's minds, however, was the thought that if these issues could be resolved, the Museum would revive it. On August 20, following a declaration of support by the Park Board and the community, the Board of Trustees approved the concept of a Lake Street extension and authorized the Traction Division to work with the Park Board to make it happen. We'll update you as this story develops.

Based on very preliminary discussions to date, it appears that the line would continue along the east side of Richfield Road to West 36th Street, where it would cross through the middle of the intersection with an all-red phase of the traffic lights and perhaps full grade crossing protection as well. There has also been discussion of a grade-separated crossing. From 36th Street, the track would proceed up the former southbound traffic lane of East Lake Calhoun Parkway, which would be removed (the Parkway would be one-way southbound in the current northbound lane), to a loop by the Refectory Building at Lake Street.

To adequately serve the community, we would need carstops at 31st Street, 32nd Street, 33rd Street, 36th Street, and William Berry Road. This, of course, would require traditional two person operations - a motorman who drives and a conductor who collects fares. To maintain service on a fifteen minute headway, two car operation would be needed. This in turn would require a passing siding somewhere in the vicinity of 36th Street with some sort of traffic control system, whether a manual "paddle" system or actual



This summer we met the neighbors who built that nice deck across the street from the depot. It was a hot day and their daughters had set up a lemonade stand on the sidewalk. They weren't getting any takers, so we invited them over to the depot and they soon sold out (below). Behind them are some vintage ads on the normally blank ad benches. New photo angles are always welcome, so their parents let us shoot a couple from the front porch. Louis Hoffman photos.

signals. It would also require additional streetcars to avoid overburdening the current fleet. Any funding package would have to provide for the professional restoration of Mesaba Electric #10 and PCC #416, a professional rebuild of #265's trucks, and another expansion of the car barn to house the additional equipment.

Two car operation would also require additional crews, and for this, we would have to look to the community and the Park Board, since our current volunteer roster can't possibly be stretched to provide twice as much service as we currently do. For this reason, service to Lake Street might be on weekends only to start. Two car

operation would also require acceleration of our track improvement plans. Any funding package would have to include installation of the rest of the donated ties and associated improvements to the physical plant, including turning facilities at the south end of the line.

Clearly, the proposed extension raises significant issues which will need to be discussed within the Traction Division and at the Board level before any final decisions are made. It also raises the issue of where the significant amount of funding will come from. We thank Council Members McDonald and Minn for their support for the concept of an extension and look forward to working with them and with the Park Board to see this long-awaited goal through to fruition.

Look For Survey

The 1997 Traction Division members' survey will be mailed in January. The survey is your way of expressing interest in volunteer opportunities in the Traction Division. This includes the Como-Harriet Streetcar Line, its motor bus subsidiary, and the Minnehaha Depot. Please consider joining us next summer. Not only can we use your help, but you'll have fun as well.

Volunteers are needed for a multitude of activities - the highly visible ones such as streetcar operations as well as the less visible - and less glamorous - but very important ones like maintenance of the physical plant and the





Above: The Minnesota Historical Society staff on board #78. Below left: Maryellen Digre-Mueller pitches in on window cleaning. Below right: Boarding passengers at Lake Calhoun. Louis Hoffman photos.



rolling stock. The number of people who have volunteered for maintenance has declined of late. This means that some work just isn't done and other work must be contracted out - often at significant cost. Much of the volunteer activity really isn't difficult, and it need not be time consuming. It can be as easy as mowing the lawn, pulling weeds, or cleaning the windows of a streetcar. Won't you consider helping us next summer? You'll be glad you did.

We get letters

Members **Gordon and Carolyn Bassett** of Colorado Springs were in the Twin Cities in July for the Murray High School (St. Paul) 45 year class reunion. Since many students rode the Como-Harriet line to and from school, a visit to the line's last remnant was a must. We recently received a letter from Mr. Bassett, a member of the Minnesota Railfans Association when #1300 was saved in 1954, advising us the group

had a wonderful time and praising "the whole operation, from the car and grounds to the crew," which did "a great job and made the afternoon most enjoyable. They are a credit to MTM and deserve a rousing THANK YOU!"

Trolleys In The News

In addition to the fine coverage received by the 25th anniversary festivities, we got a nice mention in the Star Tribune on August 29. There was a little article entitled "All aboard - and for just a dollar, too" under the "Today" heading on page one of the Variety section, complete with schedule, fare, historical information, and the Museum's telephone number. This is the second year in a row that our friends at the Star Tribune ran an article as the end of daily service approached, touting our weekend-only fall service.

Commissioner Skip Gilbert

Dale (Skip) Gilbert, who represented parts of south Minneapolis on the Minneapolis Park and Recreation Board for 27 years, died on August 2 at age 64. Although not an MTM member, Skip was a good friend of the Museum and a strong supporter of the Como-Harriet Line. He was the only commissioner who served during our entire time at the Lake Harriet site. His strong support for our plans to expand the Linden Hills Carbarn and Shops, which will have begun by the time you read this, greatly helped in securing the approval of the full Park Board.

Engineering Department

As this issue of the Minnegazette went to press, the bids for our ISTE work were opened. The project was budgeted at \$150,000, and the low bid was \$144,400, submitted by Metro Building Systems, Inc.. They will build the carbarn addition. Hage Concrete and Railroad Specialties are the subcontractors who will repair the concrete at the steps and pedestrian underpass at the old southbound carstop and install 300 ties. The \$5,600 remaining will be used to install an additional 115 ties, making for a total of 415 new ties, about one-sixth of the line. We anticipate that much of the work will be done by the time this reaches you.

Some things never change. At left George Isaacs looks through the surveyors level to set the foundation for the first carbarn in 1970. 25 years later, he's working on the carbarn expansion. L to R (left photo) are Grant Arnesen, Mark Anderson, DuWayne Shogren, Ray Bensen, Sr., Herb Pinske and Bill Olsen.

Overhead Foreman **Jim Vaitkunas** and his crew of **Michael J. Miller** and **Tony Vaitkunas** have been working hard on the overhead. A special thanks to Mike for sharing his expertise in this area and to Jim for his generous donation of materials. To date, the height of all bracket arms north of the William Berry Parkway bridge has been checked and raised as necessary, the overhead frog at the south siding switch has been repositioned, eliminating the tendency of cars taking the siding to de-wire, and the overhead targets have been hung, all in addition to routine maintenance.

Upcoming projects include removing and replacing the overhead at the carbarn during the building extension, repositioning the overhead tension anchor at the carbarn one or two poles north, checking the overhead for proper sag and alignment, repainting metal span poles in the Linden Hills Depot area, inspecting and replacing overhead and fittings during the course of all work, and renovating and repainting the tower car.

In anticipation of the installation of our 2,085 remaining donated ties over an extended time period, Railroad Specialties installed 120 gauge rods to stabilize the gauge and replaced two worn rails.

Mechanical Department

Much of the summer was spent on routine maintenance. Stop by the carbarn any Wednesday evening or Saturday morning to find out what's going on. To ease the burden on Chief Mechanical Officer (and Board Chair) **Mike Miller**, **Karl Jones** has agreed to serve as Shop Foreman, overseeing day-to-day operations at Linden Hills Shops, and **John DeWitt** has agreed to serve as Assistant Mechanical Officer, handling scheduling of crews and records.

Motor Bus Department

In a bold experiment, the "Nokomis-46th Street" bus route was inaugurated on Independence Day, providing hourly service from Ford Parkway and Cleveland Avenue in St. Paul to Lake Nokomis via Minnehaha Depot. Handsome brochures and flyers were printed and distributed in the Highland Park and Nokomis East neighborhoods by Motor Bus Superintendent **Fred Beamish** and **Maryellen Digre-Mueller**. #1399 performed flawlessly, driven by Fred and **Jim Otto**. While ridership was not high, it was a start and the experimental service was instructive for future special operations.

For the third consecutive year, we provided shuttle service from Linden Hills Depot to 43rd and Upton for the annual Linden Hills Arts Party, this year on July 20 and 21. Service was provided to Uptown as well, bringing in people from a wider area to both the streetcar line and the Arts Party.

On July 25, #1399 operated from the Minnesota History Center in St. Paul to Minnehaha Depot, Lake Harriet, Excelsior, Wayzata, and return for the staff of the Minnesota Historical Society. Thanks to **Fred Beamish** for his expert driving and commentary. Nearly one month later, on August 24, bus service operated from the Linden Hills Depot to 43rd and Upton in conjunction with the 25th anniversary festivities that afternoon.

Because of the opening of Jackson Street Roundhouse to the public next summer, the Traction Division's non-serviceable bus fleet is moving. We don't know where as we go to press. Does anyone have a place to securely store four neatly tarped buses? If so, please let **Fred Beamish** know at 782-1953.

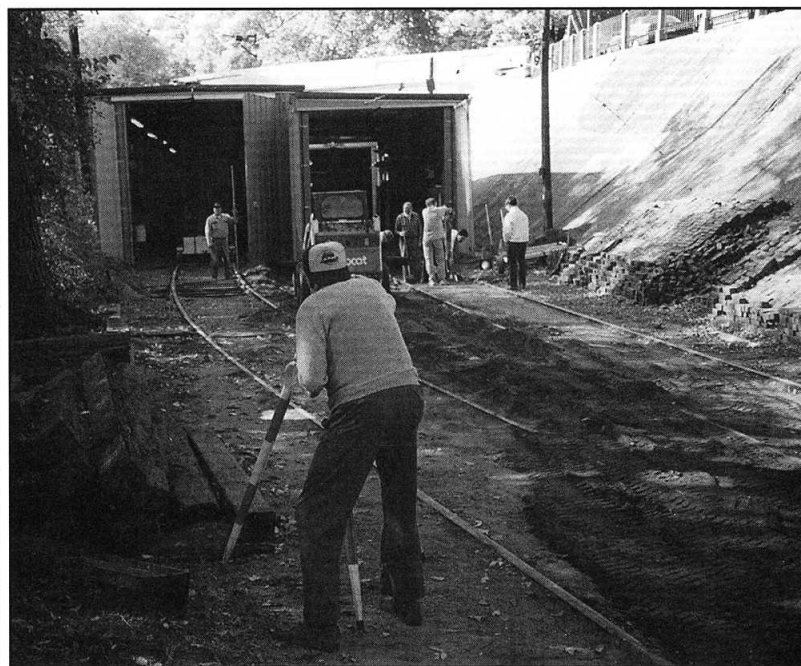
Safety and Training Department

Looked at the overhead lately? If so, you've seen the new targets installed to guide operators as to speed restrictions. Patterned after those used by TCRT, the targets replace and augment the white and red painted ties. Green targets mean "resume power" or "end speed restriction", yellow targets mean "cut power and coast," red targets mean "restricted speed" (4 m.p.h.), red targets with a white "S" mean "no revenue operation beyond this point," and white targets mean "no indication" (these are the back of targets intended for cars coming from the other direction). Thanks to Safety and Training Superintendent **Karl Jones**, Overhead Foreman **Jim Vaitkunas**, and the carbarn crew for preparing, painting, and installing the targets.

Minnehaha Depot

Much happened at the Princess this summer. Thanks to the hard work of **Maryellen Digre-Mueller**, there are new volunteers, easing the workload on Corbin and the few stalwarts who have historically done the lion's share at the Depot. Nevertheless, more volunteers are needed. Please sign up when you receive your 1997 Traction Division Survey.

The Minnesota Historical Society, owners of the building, are considering our request to touch-up the paint in 1997 and install a new roof in 1999. We're hopeful MHS will agree, especially after the July 25 MHS visit, allowing top staff to see the Princess' needs. In addition, a long-range plan is being prepared for the Society's consideration.





August 17 was the first "Low Bridge-High Bridge" special to New Richmond. #328 sails high above the St. Croix and (opposite page) passes the New Richmond depot. Dick Heine and Jim Johnston photos.

RAILROAD REPORT

-Erik Brom and Dick Kolter

Activities on the railroad this summer have progressed quite smoothly and satisfactorily. The new advertising program seems to have worked as the number of riders has increased. The refurbished car #1213 has been used in revenue service. There were some well attended special operations, to Amery for the fireworks, Lumberjack Days at Stillwater for the first time in years, and the first trip to New Richmond passing over the High Bridge. The freight trains had a very active second quarter. And the stores in the depot and on the train have had good business.

Advertising and ridership

Many people were involved in a new advertising program that seems to have helped to increase the number of passengers this year. Ads were placed in several area papers along with informational articles written by

members. A new brochure was designed and printed in two forms. One form, distributed by members, had a coupon for \$1.00 off and a place for the member's initials. There was a contest to see who had the most coupons returned. **Linda Gordon** won with 41, followed by **Mike Matson** with 35. Over 700 riders took advantage of the program. We were also successful in finally getting a regular announcement in the Star-Tribune event calendar.

The 1213 car

During this summer we have had the opportunity to use the newly refurbished 1213 car. With the new paint job and new windows this car looks excellent. After working out a few remaining bugs, the generator and air conditioner are doing their jobs well. Power from this car can be used to run lights and equipment on the other cars, such as the air conditioner in the 1097 car.

Amery Fireworks Special

The annual 4th of July trip from Osceola to the Amery fireworks display

carried a near capacity crowd of 380 this year. As usual, the train left Osceola at 7 PM and arrived Amery at 8 PM. Passengers were free to picnic or otherwise pass the time until the fireworks display that started about 10. Departure from Amery was about 11 PM.

Return to Stillwater

Steam locomotive #328 is leased from the City of Stillwater. The lease calls for the engine to run a certain number of trips in Stillwater when requested by the city, with expenses to and from Stillwater to be paid by the city. For years this was no problem. Then MTM's Stillwater & St. Paul ceased operations. This was followed by the Minnesota Commercial taking over all Anderson window switching and vacating the BN's Stillwater yard. Since this was the yard's only use, the C&NW stopped maintaining the track. A washout south of Stillwater caused them to embargo the line.

That was the state of things in 1995 when the city first approached MTM to run again. Arranging to reopen the line

was the city's responsibility, and things didn't work out that year. The same request was made this year, and the city was able to work with the C&NW to repair the track enough to bring the train into town.

Following the pattern of previous years, the train ran in Bayport for the Andersen Company picnic, and then moved to Stillwater for Lumberjack Days. 1250 people rode the Andersen trips. 635 rode in Stillwater. Because of the Washington County zoning restrictions that drove MTM out, trains stayed within the Stillwater city limits, traveling only as far as Hazel Street.

The Low Bridge-High Bridge trip

This excursion was planned for both railfans and local people. The main attraction was passing over both of the Wisconsin Central's two St. Croix River bridges. The southern one is about 180 feet above the water, the highest in the metro area. There is no through truss as on the Cedar Bend drawbridge, so the view is spectacular. The trip left Osceola with a group of passengers and proceeded all the way to New Richmond via Withrow.

At New Richmond the passengers got off to attend the local festival and have lunch. A second group boarded for a shuttle trip to the high bridge and back. About an hour later, the return trip left for Osceola.

The whole day went very well. One of **Dave Redding's** steam engine crew got sick during the early morning preparations, so the trip started about a half hour late, but after that the schedule worked out by **Nick Modders** was followed fairly closely. Wisconsin Central Trainmaster **Barry Karlberg** acted as the pilot on the Withrow-New Richmond main line, where MTM does not have trackage rights and the crews are not qualified. Nick and Barry also did a great job getting all the logistical details worked out. **Pat Kytola**, who worked hard on the actual trip as a car host and lunch server for the crew, worked with the New Richmond Heritage Society and the Chamber of Commerce to make sure everything was coordinated. **Dave Ahlgren** also provided a valuable hand with the preparations.

Conductor for the trip, **Dick Kolter**, reported that to prevent accidents while on the bridge, the train was not permitted to stop, all vestibule doors were kept closed, and passengers were required to remain in their seats. Keeping the passengers seated was not

a problem until they noticed some boaters putting on a moon show. Then everyone wanted to be on that side of the train.

Freight update

The freight business early in the summer was very good. Our crews moved 207 cars during the three month period ending June 30. As is usually the case, most of these were logs out of Dresser. The latter part of the summer found the pace slowing somewhat, but trains still operated on a weekly basis. Usually the freight is moved late Saturday afternoon after the regular passenger runs are complete. If there are cars to pick up at Amery, however, the freight usually starts while the passenger is making its last trip, because they do not use the same section of track. **Marv Mahre**, who tirelessly acts as station master, frequently stays on to help the freight crews with track warrants and other details.

FRA inspection

Usually at least once per year the Federal Railroad Administration inspectors come to observe our operation. This year they arrived a little earlier than usual, on a Thursday when we had a charter trip going. The crew did a good job answering their questions. Everything was found to be in working order and there were no write-ups. As usual they made a few friendly suggestions which we always welcome.

Personnel recognitions

Dave Ahlgren has recently agreed to take on the job of Assistant Trainmaster to help Trainmaster **Morten Jorgensen**. Dave will concentrate on the passenger operation, leaving the freight work for Morten. Also **Pat Kytola** needs to be recognized for her continued enthusiastic efforts. On the 4th of July weekend she signed up five passengers as new members who committed to work as volunteers on specific dates.



STEAMBOAT REPORT

-Bill Graham

The numbers tell part of the story. Between May 26 and September 2, MTM's Minnehaha carried 13,446 passengers on 128 scheduled trips between Excelsior and Wayzata. With a nominal capacity of 100 passengers, the boat has averaged 105 passengers per trip (105 percent of capacity, compared to an estimated 70 percent load factor projected before the season began.) Actual gross earnings of \$94,127 were expected to grow to around \$105,000 by the end of the season on September 15. Throughout August and September, most trips routinely sold out days in advance.

There's a lot more to this story than numbers. From young children overawed by the fact of being on the lake to oldsters remembering the boats back in the 1920's, MTM crews heard many wonderful personal stories this summer. Here are some memories of the first summer.

Pilot **Ross McGlasson** tells of the gentleman passenger from California whose age nudges the century mark and who was revisiting the haunts of his youth on Lake Minnetonka. While steaming toward Wayzata, he told Ross that he had first kissed a girl on board the Minnehaha in 1915. Yes, the lass of his dreams lived on Enchanted Island, and the only way for the swain from Excelsior to get there was on board the express boats. His eyes twinkled just a bit as he told the story.

There was the Punjabi family who, after Minnehaha got underway, opened their handbags and unloaded a copious picnic of finger food delicacies which they passed around to the crew and other passengers. Though food ordinarily is not allowed on the boat, the crew truly did not notice the booty being smuggled aboard. As manna from heaven, there appeared budgies, pappar, chutney, mutton curry - a feast fit for a raja. Those present swapped stories about grandiloquent picnics on board the Ganges River ferries at Patna and other epic boat trips in far off places. To complete the scene, the sunset was a deep red sphere over Arcola Bridge in a silvery haze.

A couple of teenagers from Paris found the Minnehaha's steam plant and engine very exciting. Their English did not quite stretch as far as all their questions. Engineer **Pete Wier** called his wife, Nancy, who is handy with French, on the boat's cell phone to ask her to come down and interpret for him.



Regular ticket agents (L to R) Myerl Roloson Barbara Thompson and Sherry Hutter behind the counter in streetcar #1809. Leo Meloche photo.

Nancy, however, said she that she does not do valves, bearings, psi's, cross heads and the like. So Pete and Ross communicated the finer mechanical points with gestures, a few words and ingratiating smiles.

Ross remembers the two young Japanese visitors, apparently quite in love, who found the Minnehaha's window on the Lake just the spot to spoon and murmur sweet but incomprehensible nothings. Purser **Alan Lindquist** met visitors from Norway, Sweden, Finland and Denmark all on board the same trip to Wayzata. I remember having passengers from Ukraine, Jamaica and Vancouver, B.C., aboard a single trip.

When children ask Engineer **Al Hartley** how the engine runs, he describes precisely how the steam gets into the machinery in such a way as to make it turn over. Parents often remark that it is "the quietest diesel" they ever heard, somehow unable to imagine that steam runs the machinery and not some exotic form of explosion. Al tells of the Australian passenger who couldn't resist climbing down into the engine pit to observe the workings close up as Minnehaha made 140 rpm passing Big Island.

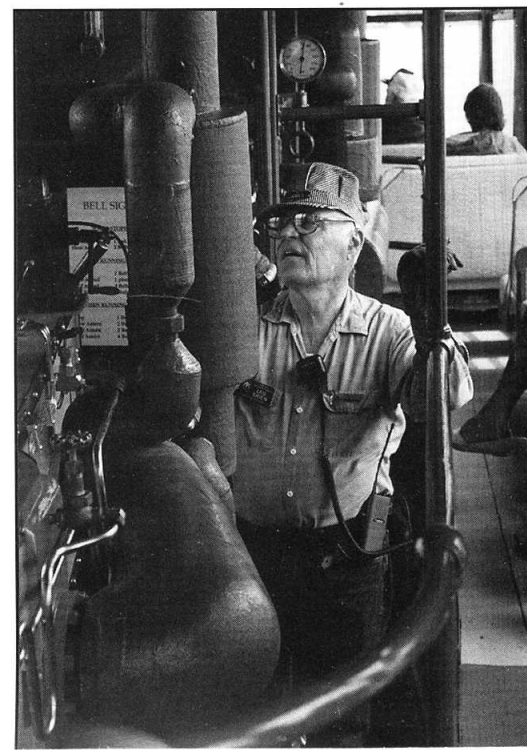
Perspiring Pursers

Pursers and pilots will attest that no two dockings are the same. The result depends on the speed and direction of the wind, the speed of the boat and the skills and teamwork of the pilot, engineer and purser. On an approach to the Wayzata dock, for example, a stiff wind is blowing from the southwest, and the plan is to tie up on the east side of the dock. This means that the wind

will push Minnehaha sideways away from the dock, something for the purser to think about as he or she prepares to secure the lines. About 2,000 feet from shore, the pilot signals the engineer for "half ahead" in order to reduce speed. It looks to the purser as if the boat is lined up perfectly with the dock, and that making fast will be a cake walk.

However, when the pilot calls for "slow astern" to further reduce speed, the stern of the boat begins to swing wide away from the dock, not a good sign. The pilot calls for "half astern" to further reduce speed which works with the wind to push the entire boat about 15 feet to the side of the dock. Oh, dear! As Minnehaha continues drifting toward the shore, the purser realizes

Engineer Leo Eiden at his post in the engine pit. Bill Graham photo.



that he/she has about one chance to throw the spring line around the bollard and make fast. The line falls short into the water, and the purser scrambles to haul it in, coil it up and throw it to a helpful bystander on the dock. All the while the wind continues to push the boat farther away from the destination. The pilot glances anxiously at the purser who tries desperately to seem unconcerned. The helpful stranger passes the line around the bollard and throws the bitter end back to the sweating purser, who passes it around the cleat and checks the speed. Miraculously, Minnehaha slows to a crawl and neatly moves back to the side of the dock where she quickly is made fast and the passengers ushered ashore. All very easy, really.

Volunteers make it happen

This summer, 11 new engineers passed the boiler license examination, and began in-service training. Among the Steamboat Division's more unusual volunteers, **Lori Hammond** has qualified to work as pilot, engineer and purser in addition to serving as crew caller. **Gordy Peterson** and **Ewald Gustafson** have spent many hours helping maintain and operate Minnehaha. Later in the summer, emergency room nurse **Sherry Hutter** and MTM streetcar man **Mike Buck** qualified as pursers after learning to handle the lines. We're still short on crew members, especially pilots and pursers. Join us out on the lake and you'll soon have stories of your own to tell.

Following a cruise for MTM boat volunteers on September 22, Minnehaha was pulled from the water and returned to the boat building for winter maintenance and storage. If 1996 is indication of a successful museum exhibit, 1997 promises to be a great year.

Canopy coming

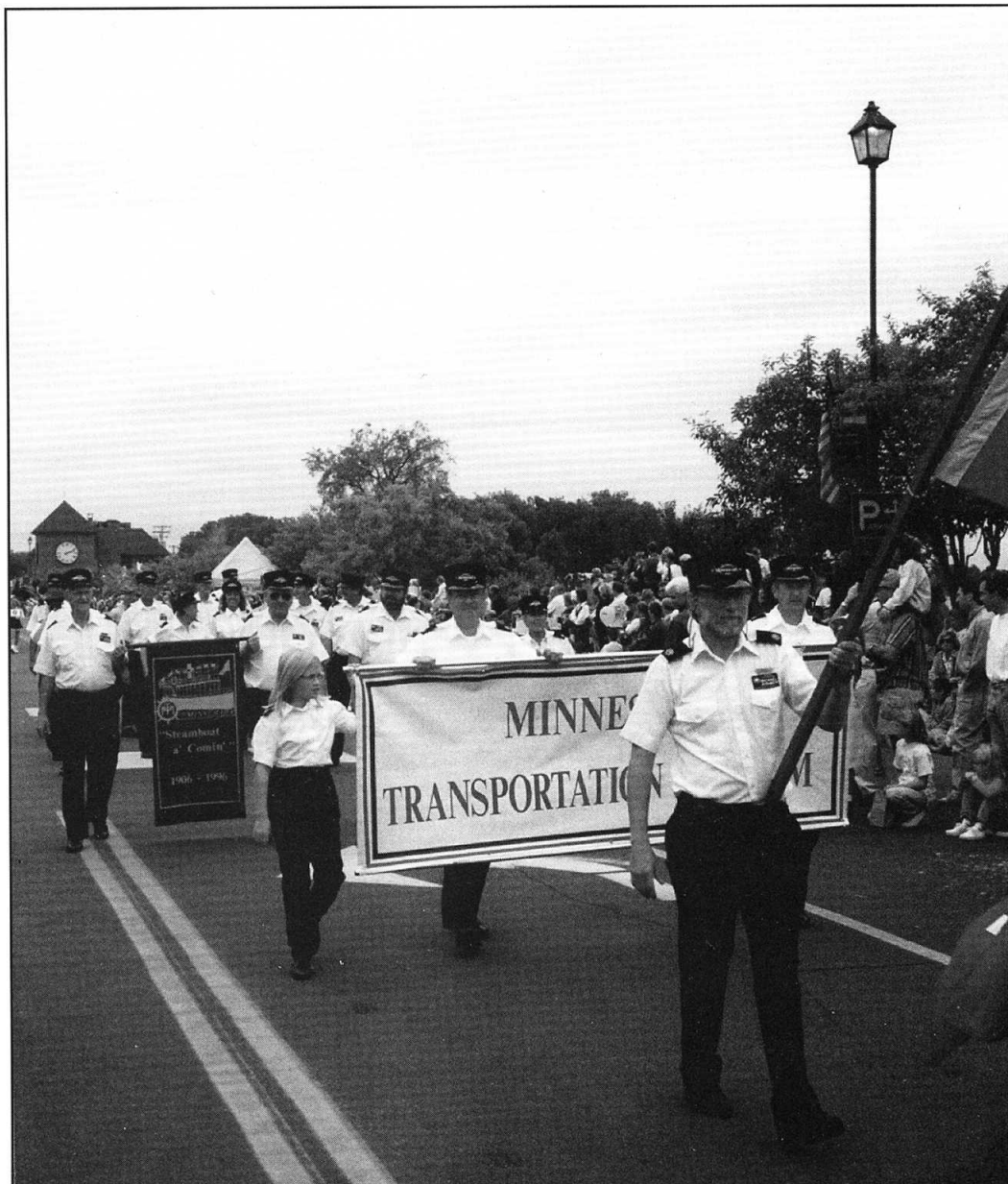
The streetcar boats were built without canopies, but received them after a couple of years. Mirroring the very decision process that led TCRT to make the change, the Steamboat Division has decided to install a canopy on Minnehaha. When it rains with a full load, the upper deck passengers either get wet, or are forced to stand down-stairs. And it will provide welcome shade on a hot day. There is considerable disagreement about whether the canopy makes the boat look better or worse. Decide for yourself next year.

On September 8, Minnehaha crew members marched in the Wayzata James J. Hill Days parade, led by Mike Kramer holding the Minnehaha banner.

Leo Meloche photo.



It's pretty much been like this all summer—sellout loads. This is the Minnehaha's home dock in Excelsior. Bill Graham photo.



MHS STAFF VISIT MTM

-Louis Hoffman

On July 25, the Traction and Steamboat Divisions hosted a 36 member contingent from the Finance and Administration staffs of the Minnesota Historical Society, led by MHS Director **Nina Archabal**. The group was greeted at the History Center's John Ireland Boulevard entrance by our own General Motors coach #1399 under the command of Superintendent of Motor Bus Operations **Fred Beamish**. The first stop was the Minnehaha Depot. There, Stationmaster **Corbin Kidder** briefed our guests on the history of the historic, MHS-owned building. From there, it was on to Lake Harriet, where delicious lunches, courtesy of Connor's Bakery and Deli at Penn and 54th, and a superbly executed three car operation, under the guidance of Superintendent of Transportation **Al Jensen**, awaited our guests. From Lake Harriet, we proceeded on to Excelsior for a cross-lake trip to Wayzata and the bus trip back to St. Paul. A brief cloudburst preceded our arrival in Excelsior. This led to one of the more memorable vignettes of the trip: drying the Minnehaha's upper deck seats after a brief downpour with the assistance of none other than **Nina Archabal**.

Thanks, in order of appearance, go to our intrepid bus driver **Fred Beamish**, Trustee **John Walker**, who joined me in

co-hosting the event, **Corbin Kidder** and **Maryellen Digre-Mueller**, who hosted the group at the Minnehaha Depot, the streetcar crew at Lake Harriet consisting of starter **Al Jensen**, Motormen **Scott Heiderich**, **Bill Herzog**, **Karl Jones**, **Russell Olson**, **Jim Vaitkunas**, and **Hilmar Wagner**, flagman **Tony Vaitkunas**, depot agent **Ashley Todd**, and car barn hosts **George Isaacs** and **Roy Harvey**, Chairman **Mike Miller** for his cameo appearance at Lake Harriet, and the steamboat crew of Pilot **Russ Erickson**, Engineer **Len Eiler**, and Purser **Leo Meloche**.

Charles Lawrence, Assistant Director of Finance and Administration, wrote to thank us for the "enthusiasm we generated amongst the group with our informed comments" and observed that our "deep knowledge of the transportation industry in the Twin Cities was not only fascinating but educational. The agenda for the day was well planned, our timing was perfect, and I was most impressed that you guys were able to stop the rain just as we were boarding the boat - you guys are really good." (Credit for stopping the rain must, however, go to **Leo Meloche**, who has aptly demonstrated that he is capable of miracles.) Also writing was **Jeri Niedenfuer**, Management Assistant in the Director's Office. Jeri wrote that "staff members here are still talking - and spreading the word - about our wonderful excursion. We were moved to see the loving and painstaking care

that . . . MTM give[s] to the rescue and operation of these formerly abandoned conveyances. Thank you for giving us this opportunity to experience history in such a compelling way - and thank you . . . for making it so much fun." Finally, **Nina Archabal** wrote: "Every detail was perfectly planned - from the well-timed itinerary to the tasty lunches. Your deep interest and knowledge of transportation history enhanced our appreciation for all that we saw. We were also impressed by the dedication and knowledge of the MTM volunteers whom we met along the way. Please convey our thanks to . . . [the volunteers] who helped make our day special. It was a great day! Many, many thanks."

BACK FROM THE DEAD

-Bill Graham

The rail story of the 90's is the rebirth of lines that were supposed to be dead or dying. We all know about Stampede Pass, but there is one such Lazarus in our own back yard. The late Minneapolis, Northfield & Southern was the railroad of my youth growing up in Bloomington. New Baldwin diesels glistening in blue and silver hauled eight to ten trains a day past Highland Lake, down Auto Club hill and over the Minnesota River swing bridge to Savage, Lakeville and Northfield. The MN&S handled a healthy bridge traffic, transferring loads between the Rock Island and the



Milwaukee at Northfield, and the Great Northern, Soo and Northern Pacific in north Minneapolis. The secret of its success was its ability to carry traffic around, not through, clogged classification yards in the Twin Cities saving days of delay en route.

Near the foot of Normandale Boulevard in Bloomington is the junction of the MN&S's original mainline from 60th Street in south Minneapolis, with the newer line which skirted the western side of the city roughly parallel with Highway 100. For many years, the AAA's Auto Club stood near the junction, a stylish clubhouse and restaurant of the 1920's perched on the Minnesota bluff just west of the Masonic Home. It presided over the railroad's daily battle against gravity and lent the junction its name. Nearby, the Masonic Home occupies the site of Col. Marion Savage's mansion, the entrepreneur who owned the famous trotter Dan Patch and built the Dan Patch Electric Line, forerunner of the MN&S.

The MN&S soldiered on for six decades, maintaining an enviable financial condition throughout the Great Depression and post-war prosperity as larger roads merged or toppled. In the early 1980's, the Soo Line tried to acquire the former Rock Island spine line from St. Paul to Kansas City. It bought the MN&S in 1983 to tie its lines from North Dakota and Saskatchewan to the former Milwaukee Road lines in Iowa and Missouri. But the Soo's bid for the spine line failed, and the MN&S suddenly lost its reason for existence other than to serve a few Bloomington industries. Soo opened the swing bridge at Savage in 1986, walked away and severed the mainline, apparently for good. No trains moved between Auto Club Junction and Lakeville for a decade. Brush encroached on the right of way, embankments eroded, ties turned to pulp and the old swing bridge developed a bad case of arthritis.

Enter Twin Cities & Western, the plucky operator of the former Milwaukee Road mainline west of Minneapolis. Seeking a route to the booming Savage barge terminals for western Minnesota grain, TC&W purchased the former MN&S mainline from Auto Club Junction to just south of Highway 13 in Savage, including the swing bridge. CP Rail granted running rights to the junction from the former MN&S interchange in St Louis Park west of Wooddale Avenue. This summer, bunches of new ties sprouted in the mainline to carry the 100-ton grain hoppers. In July, TC&W workers began to replace wiring, lights, motors and



Compare this shot with the cover of the Spring 1993 issue. The rusty parts of the bridge have been primed and await a fresh coat of black paint. The old single lane auto road and its trestle approaches are gone. Note the capstan for manually closing the bridge. Opposite page: The first train in ten years tiptoes across. Bill Graham photos.

drive gears on the old swing bridge. New ties were laid on the approach spans, although ties and ballast on Auto Club hill will have to wait til 1997.

The bridge must be kept open when not required by the railroad so that barges can pass. Plans call for the train crew to close the bridge remotely using a hand-held clicker. Auto Club Hill is little more than one mile long but dauntingly steep. A former MN&S track supervisor told TC&W that if trains try to stop at the bottom of the hill short of the bridge, their braking action is likely to stretch the rails enough that the bridge cannot align properly when it closes. That's why the train will stop at the top of the hill while one crew member drives an ATV, kept there for just this purpose, down the track to the bridge. After ascertaining visually that no barges are coming, he activates the bridge and informs the train by radio that the line is open. The fully automatic mechanism will operate not only the swing motors but also the jack pedestals and rail locks at either end of the span. These installations were expected to be complete in September.

In the meantime, crews have had to operate the bridge by hand. To do this,

four large men pile into a small motor boat which they moor to a piling. They scale the collision fencing to reach the bridge deck where they set a large steel capstan which activates the pivoting gears. It takes all four of them walking in a circle for several minutes to close the bridge. Two more capstans at either end operate the jack pedestals which hold the bridge level. Finally locking braces clamp to the rails to ensure they will stay aligned as the train enters and leaves the bridge.

At noon on August 20, 1996, the first TC&W train, a pair of GP-20 locomotives, tiptoed over the bridge to the cheers of company staff. They then returned up the hill to deliver two dozen loads of grain to Port Bunge. TC&W expects to operate into Savage irregularly as traffic warrants. The GP-20's will have their hands full on Auto Club Hill returning short cuts of empty hoppers. Call it proof that **Marion Savage** had a good idea back in 1907 when he planned the railroad named for his beloved horse, Dan Patch. For those who grew up thinking the MN&S was big time railroading, it is a thrill to see the old line back in service.

COMO-HARRIET'S

SILVER ANNIVERSARY

MTM was formed to save a single streetcar. #1300, one of the last cars to turn a wheel in revenue service, was donated to the Minnesota Railfans Association, a group that specialized in fan trips during the '40's, '50's and '60's before going out of existence. It was moved from TCRT's Snelling Shops in St. Paul to a Milwaukee Road siding in Hopkins in a way that would never be allowed today, on its own wheels in the consist of a regular freight train. There it sat for eight years, weathering under a tarp.

The Minnesota Transportation Museum Committee was formed in 1962, and #1300 was moved to a stall in the Minnesota Transfer's roundhouse in St. Paul. Over that winter, a new roof was fabricated and all the bad wood in the carbody replaced. A generator was rigged up on a hand car to supply electricity and in May, 1963, it ran under its own power.

MTM was left with the question, "What now?". The car was done, but had no place to operate. Undeterred, MTM announced that on July 7-8, #1300 would operate back and forth in the Transfer's rail yard for the public. Despite the completely unglamorous setting, 10,000 people showed up. The waiting line was a city block long at times, and the MTMers realized that the public would support an operating museum.

But where to operate? From 1963 to 1968, a series of sites were explored, including Como Park, Minnehaha Park, the Minneapolis, Anoka & Cuyuna Range in Fridley, the U of M Rosemount Research Station, grain elevator track-age in southeast Minneapolis, and across Como Avenue from the State Fair. None panned out.

Then in 1969 **Paul Joyce** made what in hindsight was the obvious suggestion--the original Como-Harriet right of way at Lake Harriet. It was the best known and most scenic part of the Twin City Lines system. Upon abandonment in 1954, the Minneapolis Park Board had assumed ownership, but much of the grade lay untouched. The rails were gone but many cross ties remained. The Park Board approved the idea in July 1969 and by September a lease was signed. A little known fact is that for the first few years MTM actually paid rent.

During 1970 a simple metal carbarn was erected under the Linden Hills Boulevard bridge. Because of concern about neighborhood opposition, the idea was to make it as unobtrusive as possible. The first block-and-a-half of track was laid as far as the old Lake Harriet station at 42nd Street. Part of the original concrete platform was all that remained of the Swiss Chalet-style building. On June 9, 1971 #1300 was trucked to the new site. Operations

began on August 28, 1971 sans overhead wire, using the noisy but reliable "Goat" for power.

Overhead was strung in 1973. Gradually the line grew, reaching William Berry Road in 1972, the archery range in 1975 and its present terminus at Lake Calhoun in 1977. The passing siding was laid in 1976, but sat unused and without overhead wire until 1982, when the completion of #265 made two-car operations a possibility.

With #1300 running daily all summer long, there was clearly a need for a second car to share the load. Twin City Lines had sold dozens of carbodies for use as sheds or other structures. Members had made a small industry out of locating them and stripping any usable parts as a hedge against the future.

One of these forays into the north woods uncovered #265. Twin City Lines had owned the Duluth system and built most of its cars to standard TCRT designs at Snelling shops. #265 was actually built as TCRT #1791 in 1915, and was sold to Duluth in 1916. It ran there until the system was abandoned in 1939. The body was sold for use as a cabin at Solon Springs, WI. Despite its long slumber, the body remained in good shape thanks to a separate roof that was built over the original. In 1973, the car was transported to MTM's restoration shop, then located in an unheated wood building in the corner of BN's sprawling ex-Northern Pacific Como Shops complex in St. Paul.

#265 was completely disassembled and every piece of wood and metal was either repaired or replaced. The classic problem of no running gear was solved by what model railroaders would call kit bashing. The museum acquired two trailer trucks from Chicago Transit Authority 4000-series L cars and motors came from third-rail steeple cab locomotive #20 that once served Northern States Power Company's steam plant at St. Anthony Falls in Minneapolis. The result is a two-motor car, rather than the usual Twin City four motors. Also, the trucks were sprung for a heavier car body. For these reasons, #265 is slower and rides rougher than #1300.

In January 1969, the long abandoned Como-Harriet right of way slumbers, awaiting the return of streetcars.
Paul Joyce photo.





On June 19, 1954, #1300 was chartered by the Minnesota Railfans Association to make the last Twin Cities streetcar trip, ending at Snelling Shops. Bob Schumacher photo.

#265 entered service in 1982. The restoration crew next tackled an even more ambitious project, Duluth 1893 Laclede single trucker #78, which last ran in 1912. A typical car for its era, all that was left was the shell of a body. Many in the museum felt the project was hopeless. In fact, it might better be called a replication, since only half of the original wood has been retained and all of the running gear, electrical system and interior furnishings are new or from other sources. The 1905 vintage power truck, for example, comes from Belgium. Nonetheless, after six years of diligent rebuilding #78 made its maiden trip in 1990.

More cars required more carbarns. The "Maintenance Barn" was added in 1979 and the "Ready Barn" in 1984. The Maintenance Barn received gas heat in 1990. This fall all three barns are being joined and expanded to accommodate the two PCC cars.

By 1949 there were 141 PCC's on the property, but all were sold in 1953, as new management prepared to convert to bus. They went to Newark, Shaker Heights and Mexico City and proved to be a durable group. Mexico City rebuilt theirs into unrecognizable articulates, and most have been retired. Today, 24 of them make up the entire fleet of the Newark Subway. Shaker Heights' cars ran through the early 1980's. Twelve were sold to Buffalo where they await possible rebuilding.

In 1977 Shaker Heights bought two of the Newark cars. Other than repainting and a few minor appliance differences, this pair, TCRT #322 and #416, has never been rebuilt. MTM has

always had a good relationship with the Twin Cities Metropolitan Transit Commission (MTC, now MCTO), and used that connection to buy the two cars in 1990. #322 is now receiving a complete rebuilding by MTM and MCTO volunteers at the MCTO's Overhaul Base in St. Paul and is expected to return to service by 1999.

In TCRT days, there had always been a depot at 42nd Street. Not having one left the site incomplete and kept historic interpretation to a minimum. In the late 1980's the decision was made to replicate the small depot that served from 1900 to 1914. No plans were

available so the design was based on a few old photos. Its opening in 1991 added a whole new dimension with exhibits and a gift shop.

Besides the carbarn improvements, the ISTEAG grant will pay for the renovation of the pedestrian underpass, and the replacement of 400 crossties. Future projects include replacing the 42nd Street crossing with granite pavers, restoring the Cottage City stop, insulating and heating the entire carbarn complex and bringing water to the carbarn.

What does the future hold? For decades people have talked about extending the line. In 1972, a serious effort was made to extend west to Upton or Xerxes, but some neighbor opposition developed and the idea was dropped. Later the property directly behind the carbarns was deeded by the City to the adjacent property owners, creating a further obstacle.

On the other hand, an extension to Lake Street is looking more likely than ever before. As part of the Park Board's Chain of Lakes planning process, the streetcar extension received a thorough hearing, and unanimous support from all parties. The political will is there, and that makes raising the required several million dollars a real possibility. Perhaps the next 25 years will see streetcars looping by the Lake Calhoun refectory.

The next few pages are a scrap book that tells the story of MTM's revival of the Como-Harriet line.

Donated to MRA in 1954, #1300 travelled by rail to the Minneapolis-Moline plant in Hopkins, where it sat until MTM was formed in 1962.



COMO HARRIET STREETCAR

August 1962

#1300 moved into Minnesota Transfer roundhouse.

February 1963

Potential operating sites studied: Minneapolis, Anoka & Cuyuna Range; Como Park, and across Como Avenue from the State Fair.

May 11, 1963

#1300 operates for the first time under its own power.

July 6-7, 1963

First operation of #1300 for the public.

January, 1963

Minnesota Transportation Museum Committee reorganized as Minnesota Transportation Museum. Potential operating site: ADM elevator trackage at 29th & Elm in SE Minneapolis.

October 1965

MTM incorporated. Operating site candidates are Minnehaha Park and U of M Rosemount Research Station.

January 19, 1969

Paul Joyce suggests approaching the Minneapolis Park Board about the Lake Harriet site.

July 23, 1969

Minneapolis Park Board approves Lake Harriet site.

September 1, 1969

First Park Board lease begins.

April 18, 1970

CHSL ground breaking.

November 1970

First car barn complete. Present MTM logo adopted.

June 9, 1971

#1300 moved to Lake Harriet.

August 28, 1971

Como-Harriet Line Opening Day.

December 9, 1971

#78 acquired and moved from Duluth.

August 12, 1972

Track opened almost to William Berry Road.

September 1972

First Como-Harriet tokens minted. Big Island brochure printed.

April 1973

#265 acquired. #78 moved to Como Shops.

August 1973

Trolley wire installed.

September 19, 1973

#265 moved to Como Shops.

April 1974

First color postcards and Wildwood Park brochure produced.

August 1975

Siding at 42nd Street completed.

October 1, 1975

Park Board approves "Northern Extension" beyond William Berry bridge.

June 1976

Garden planted at 42nd Street.

August 1976

Electric Railways of Minnesota published. Bus #1399 acquired.



LINE MILESTONES

November 1976

Extension completed to the archery range.

February 23, 1976

Park Board approves final piece of Northern Extension.

April 30, 1977

Northern Extension to Lake Calhoun completed.

June 1978

Acquired two Chicago "L" cars to serve as parts supply.

October 1979

2nd car barn completed.

September 14, 1980

#265 arrives at Lake Harriet.

December 1980

#1300 on the cover of the Minneapolis phone directory.

June 1981

Brass historic site plaque installed at 42nd Street.

July 24, 1982

Restored #265 enters service.
500,000th passenger carried.

September 6, 1982

First 2-car operation.

November 1982

Power truck for #78 arrives.

November 1984

3rd car barn complete. #78 moved to Lake Harriet to begin restoration.

April 1986

Electric track speeder ETS1 enters service.

May, 1986

"Twin Cities Today" reprinted.

June 29, 1986

Lake Harriet bandshell opens.
Record single day ridership of 1719.

August 1, 1990

PCC cars arrive from Cleveland.

November 1990

Maintenance car barn gets gas heat.

May 17, 1991

Linden Hills Depot opens.

May 29, 1991

#78 makes first revenue trip.

April 28, 1992

PCC #322 moved to MTC Overhaul Base for restoration.

August 12, 1993

1 millionth passenger carried.

September 1993

Motorettes 50th Reunion

December 8, 1994

Park Board approves car barn expansion

July 1995

"Twin City Lines- The 1940's" published.

October 1996

ISTEA-funded car barn expansion begins.

On July 7-8, 1963, #1300 ran short trips in the Minnesota Transfer yards. The tremendous public response convinced MTM to become an operating museum.





John Stein and John Diers with the first shipment of rail from the Minnesota Transfer.

#1300 begins its journey from the Minnesota Transfer roundhouse to Lake Harriet.



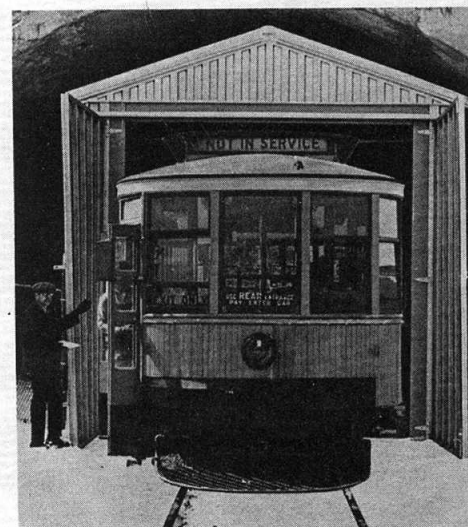
Center: Paul Joyce created a whole series of fund raising and publicity brochures and handouts. #1300 was still in St. Paul, so he faked this photo.

STEWARDS OF HISTORY

Through the years the Como-Harriet Line has been in the hands of an extremely dedicated group of volunteers. The person in charge is the General Superintendent, at one time referred to as the Traction Vice-President.

- 1971 Loren Martin
- 1972 Bill Cordes, Frank Sandberg
- 1973 Frank Sandberg
- 1974 Frank Sandberg
- 1975 Frank Sandberg
- 1976 Scott Heiderich
- 1977 Scott Heiderich
- 1978 Dale Hromadko
- 1979 Mike Buck
- 1980 John Prestholdt
- 1981 Mike Buck
- 1982 Mike Buck
- 1983 Mike Buck
- 1984 Don Westley
- 1985 Don Westley
- 1986 Gene Hickey, Mike Buck
- 1987 Curt Allen
- 1988 Curt Allen
- 1989 Curt Allen
- 1990 Louis Hoffman
- 1991 Louis Hoffman
- 1992 Louis Hoffman
- 1993 Louis Hoffman
- 1994 Louis Hoffman
- 1995 Louis Hoffman
- 1996 Louis Hoffman

PLEASE HELP US PUT "TROLLEY"



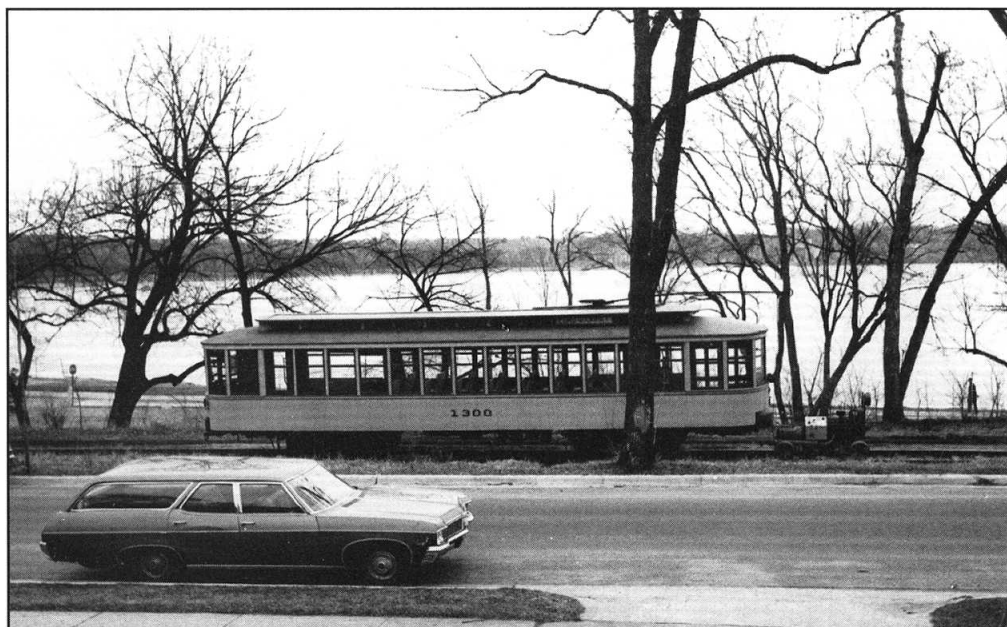
MINNESOTA T

ANNUAL RIDERSHIP

Year	Passengers	% Charters
1971	19,018	NA
1972	44,273	NA
1973	44,397	NA
1974	42,421	NA
1975	38,526	NA
1976	41,919	NA
1977	51,794	NA
1978	38,834	5.4
1979	51,301	3.5
1980	51,315	6.7
1981	51,047	9.8
1982	48,242	6.7
1983	42,310	6.9
1984	39,751	6.8
1985	40,234	9.1
1986	46,093	8.2
1987	47,530	9.7
1988	44,003	9.6
1989	45,950	8.7
1990	44,526	6.9
1991	51,520	5.7
1992	47,235	5.3
1993	41,189	5.5
1994	40,890	4.6
1995	37,931	3.8

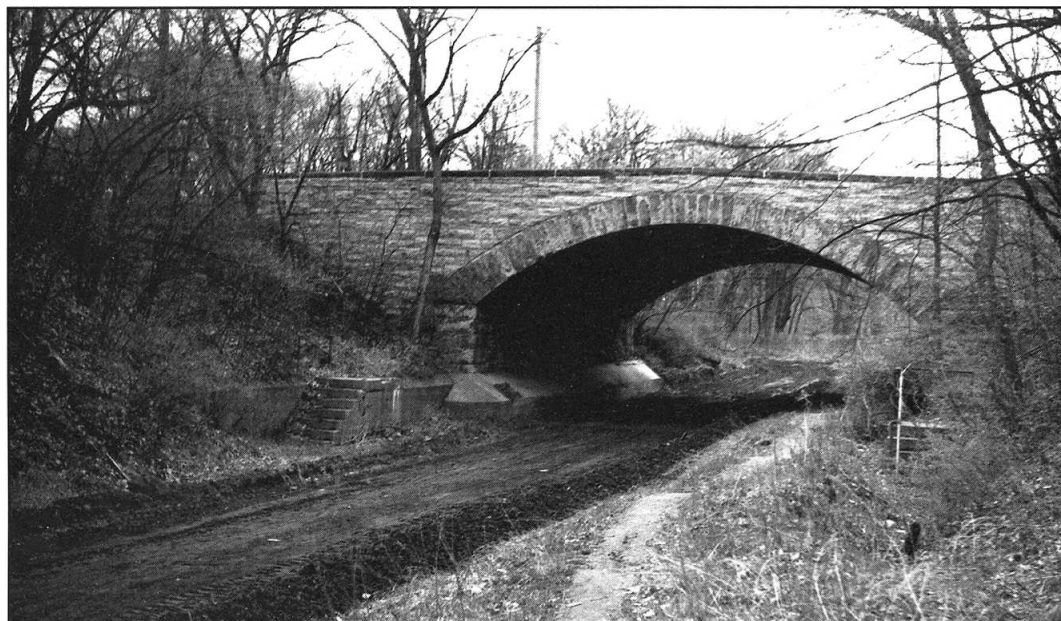


Above: An early lineup of operators (L to R) Bill Olsen, George Isaacs, unknown, Scott Heiderich, Ray Bensen, Jr., Loren Martin and Cy Svobodny.



Above Late in the second season.

Below: Grading at William Berry Road bridge in late 1972.

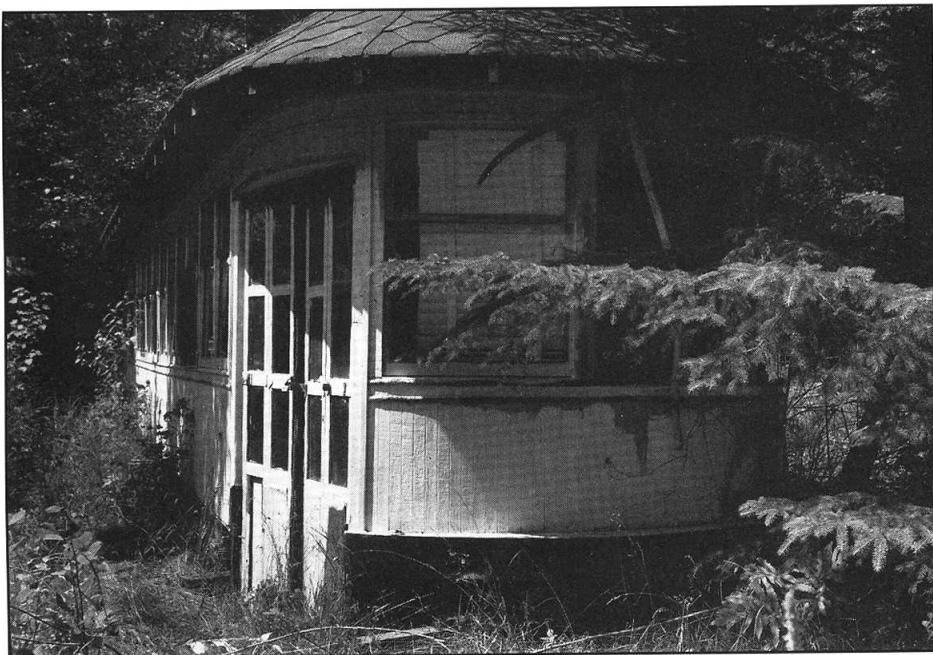


"TROLLEY" IN THE BARN THIS SUMMER!

We again wish to sincerely thank you for helping us with the Lake Harriet Historical Restoration Project — more popularly known as "Trolley." We plan to have Trolley in operation sometime this summer. But, there is much work to be done, and we need additional financial help to bring the project to fruition — the car barn and 150 ft. of track are already in but we still have much rail to lay before the car can operate. Please help us again this year with your generous contribution. Join us in helping to put old 1300 in the barn at Harriet (like the fanciful composite photo shown at left). And remember, all contributions to "Trolley" are fully tax deductible.

"TROLLEY"

Box 1300
Hopkins, Minn. 55343



Top left: #265 in the woods of northern Wisconsin, 1972.

Above: Restoring #265 at Como Shops.



Left: John Diers, John Larkin and Bob Renz recover a TCRT cast steel overhead pole from the Interurban line wye at 5th Avenue N. and 5th Street.

Bottom left: Laying the archery range curve in 1976.



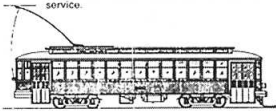
Below: The old wood sign at 42nd Street.





HELP 265 LIVE AGAIN!

A second operational streetcar for the Minnesota Transportation Museum's Como-Harriet Streetcar Line is vitally needed to help with the traffic load of eager riders. Car #265 will provide that needed extra carrying capacity, allow for a more authentic operation and also be a fitting Minnesota memorial to the once-great Duluth-Superior, electric railway system. But restoring streetcars is very difficult and most expensive. So, help #265 live again! All donors names will appear on the honor-roll aboard #265 when she returns to active service.



For your convenience please cut this form, and mail it to:

"Trolley"
#265 Restoration Fund
P. O. Box 1300
Hopkins, Minn. 55343

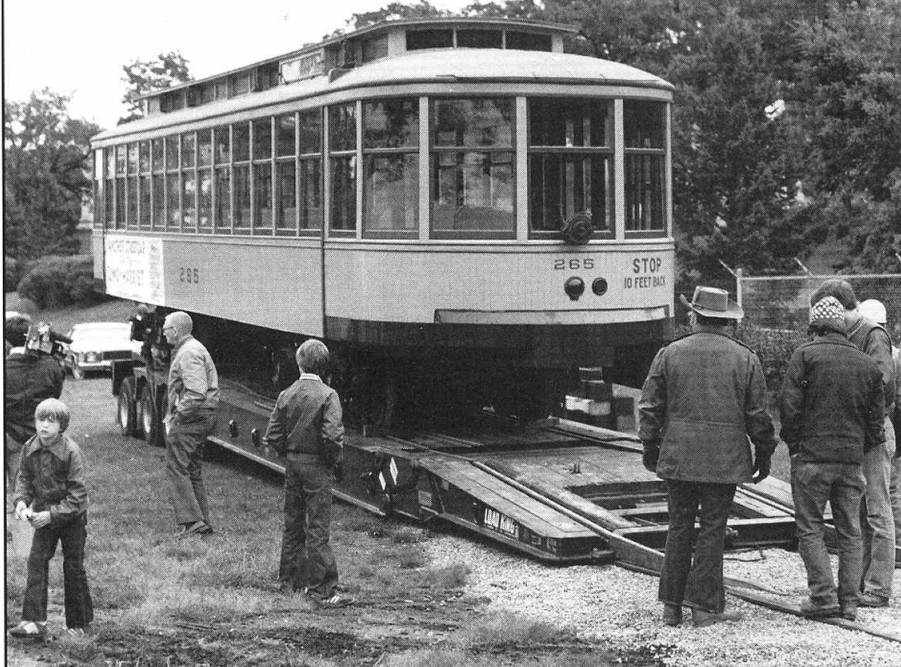


Minnesota Transportation Museum

Enclosed is my contribution of \$ _____ to aid in the preservation and restoration of No. 265.

NAME _____

ADDRESS _____



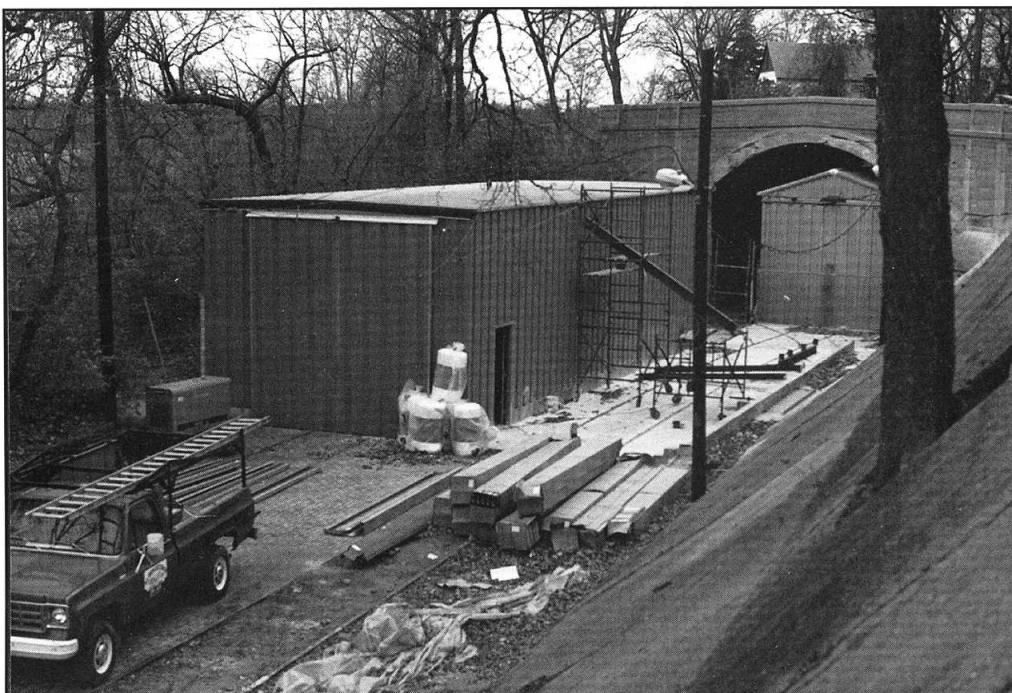
Above: Newly restored #265 unloads at the Lake Calhoun end of the line on September 14, 1980.



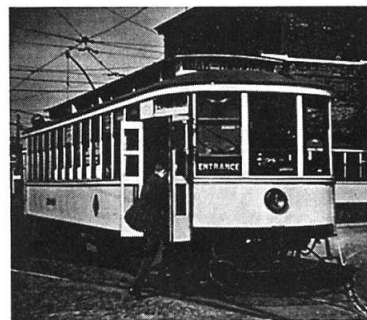
Above: Members of the #265 crew- L to R Walt Hotvet, Larry Schreiber, Bob Reineck, Neil Howes, Bill Graham, Loren Martin and Ray Bensen, Sr. Bob Renz photo.



The 3rd carbarn goes up in 1984.

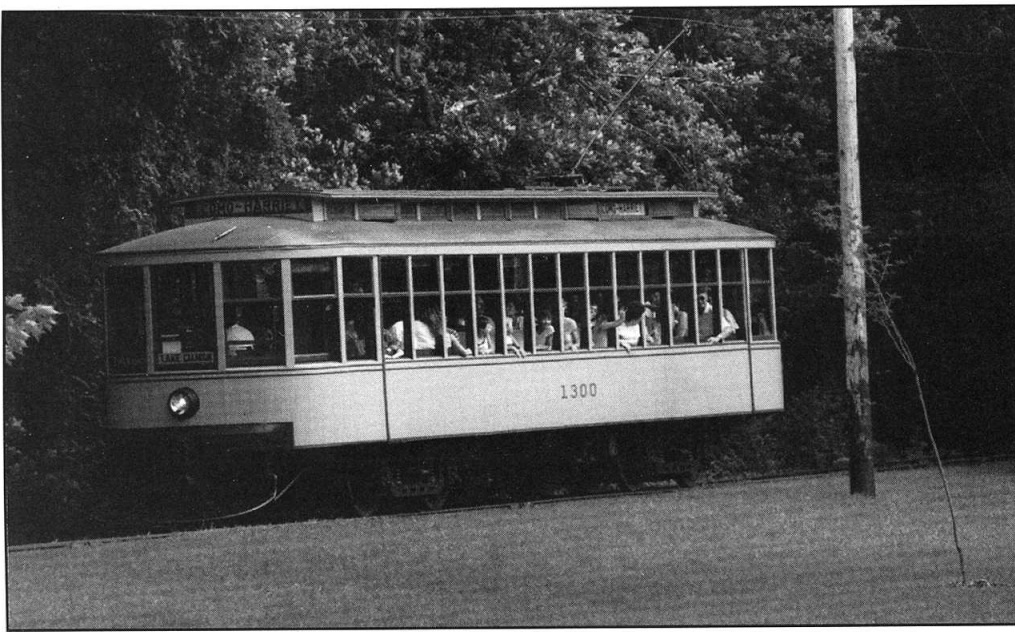


How long since you've seen a Twin City trolley?



... it's longer than you think — it's going on two decades since the last colorful Twin City streetcar made its final trip into history. But wait — there's hope! The Minnesota Transportation Museum and the Minneapolis Park Board are working to bring back a cherished bit of the Twin Cities past out by the shores of Lake Harriet. The project — restore a portion of the Como-Harriet streetcar line to run old 1300, a fully reconditioned 1908 TCRT trolley. The work has already begun, but we need your support! Won't you help? Send your contributions, big or small to:

"Trolley"
Box 1300
Hopkins, Minn. 55343

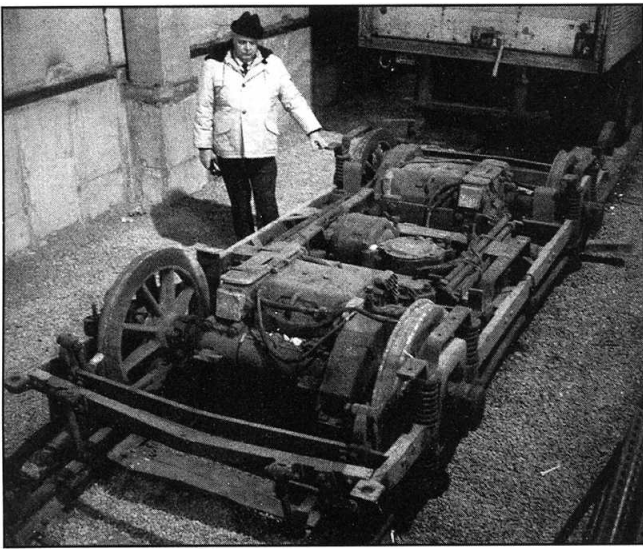


19 



*Lake Harriet Trolley...
The last segment
of the once sprawling
Twin City Rapid
Transit Company
Electric Railway
Network.*

MEMBERS DIRECTOR



Top left: Rounding the archery range curve in 1986. Aaron Isaacs photo.

Bottom left: It's become a CHSL tradition to carry FAIR GROUNDS signs during the State fair.

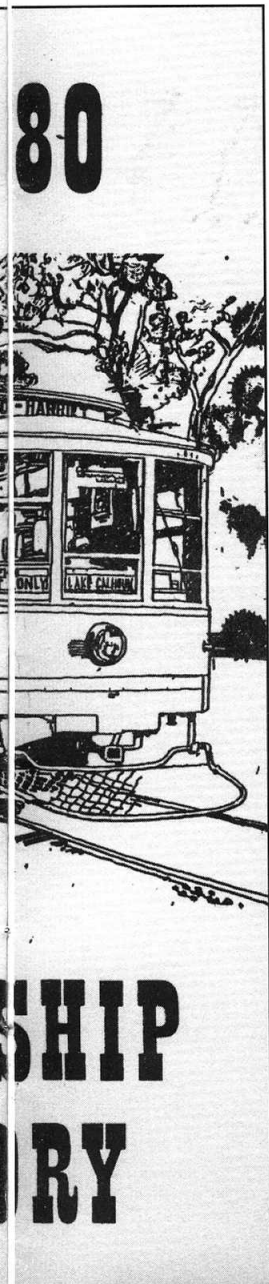
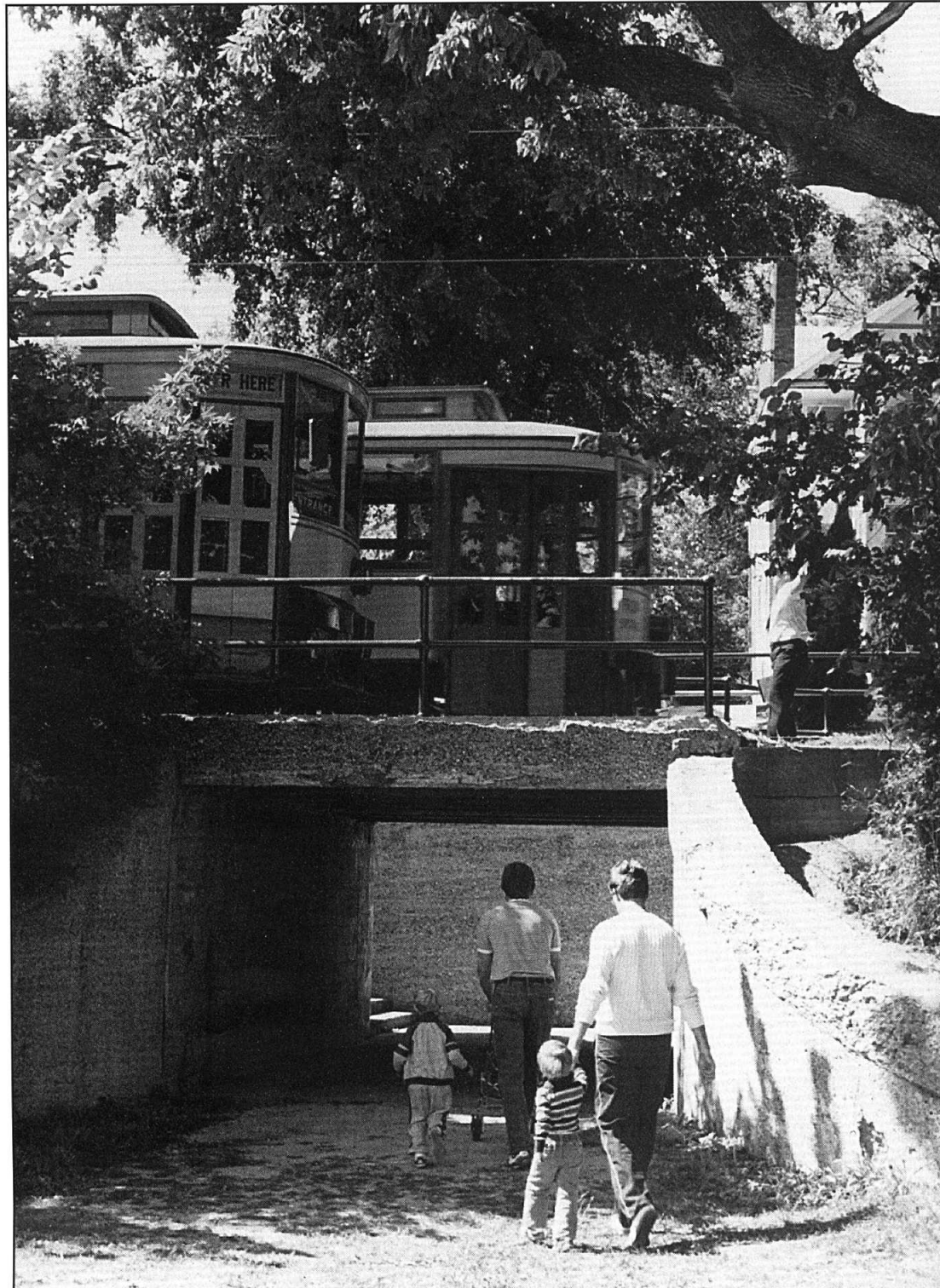


Above center: Bill Cordes on the tower car in 1987. Bill Graham photo.

Above: Bill Olsen, with the Belgian power truck he donated that made the #78 restoration possible.

Above right: Goodrich Lowry tells the story of his grandfather, Thomas Lowry, in the book "Streetcar Man".

Left: The streetcar has become a frequent subject for local artists. This rendition first appeared in a 1979 calendar.

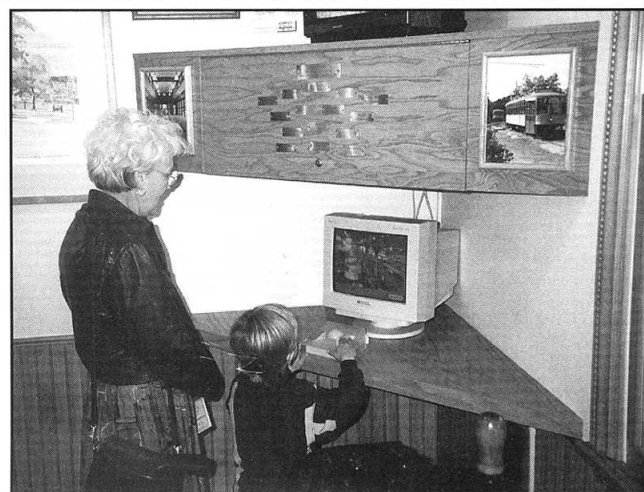
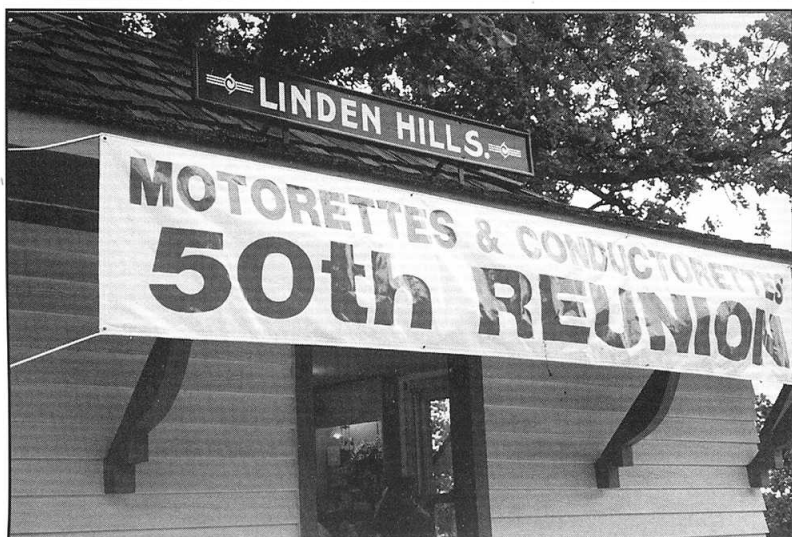


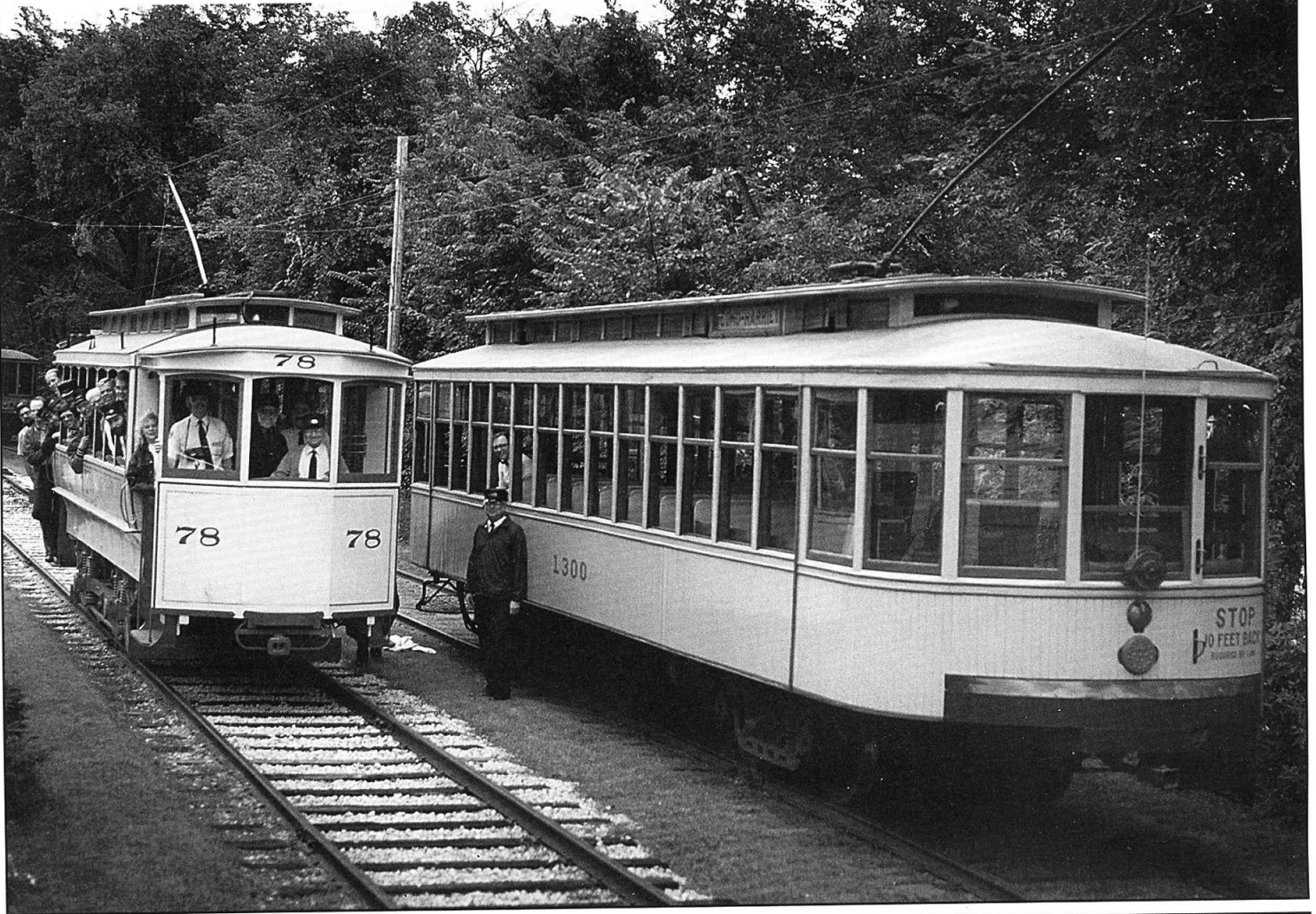


The #78 restoration crew. L to R standing: Ray Bensen, Sr., Larry Schreiber, Keith Anderson, Loren Martin, Jay Halvorson, Bill Graham, Gene Corbey, John Prestholdt, Gene Hickey, George Isaacs, Dewey Hassig. Seated: Bob Dumas, Roy Harvey, Mike Buck, Neil Howes, Ted Kane.

Gene Hickey designed the Linden Hills depot, but died before its completion. Norm Podas completed the project. Al Jensen and Carl Jones man the grill at a Streetcar Company picnic in 1987.

Opposite page bottom: Louis Hoffman with City Council Members Joan Niemic and Steve Kramer at #78's 100th Birthday Party.









Opposite Page: Photos from the family album of Mrs. Harry A. Nolan. In 1901 passengers transfer between the steamboat Puritan and the Great Northern at Spring Park. Thus it was before Twin City Lines came to the lake in 1906. MTM collection.

The original depots where MTM now operates. Above: Osceola in 1909. Below: Excelsior in 1895. MTM collection and Minnesota Historical Society collection.





Top: This photo reminds us that the political campaign season is almost over. Actually, it's the "Mayor's Handcar Race", presumably an Aquatennial event. Note that the handcars were provided by the hometown Minneapolis & St. Louis. The Editor has uncovered two photos of this annual silliness. Can any reader shed more light on it?
Minneapolis Public Library collection.

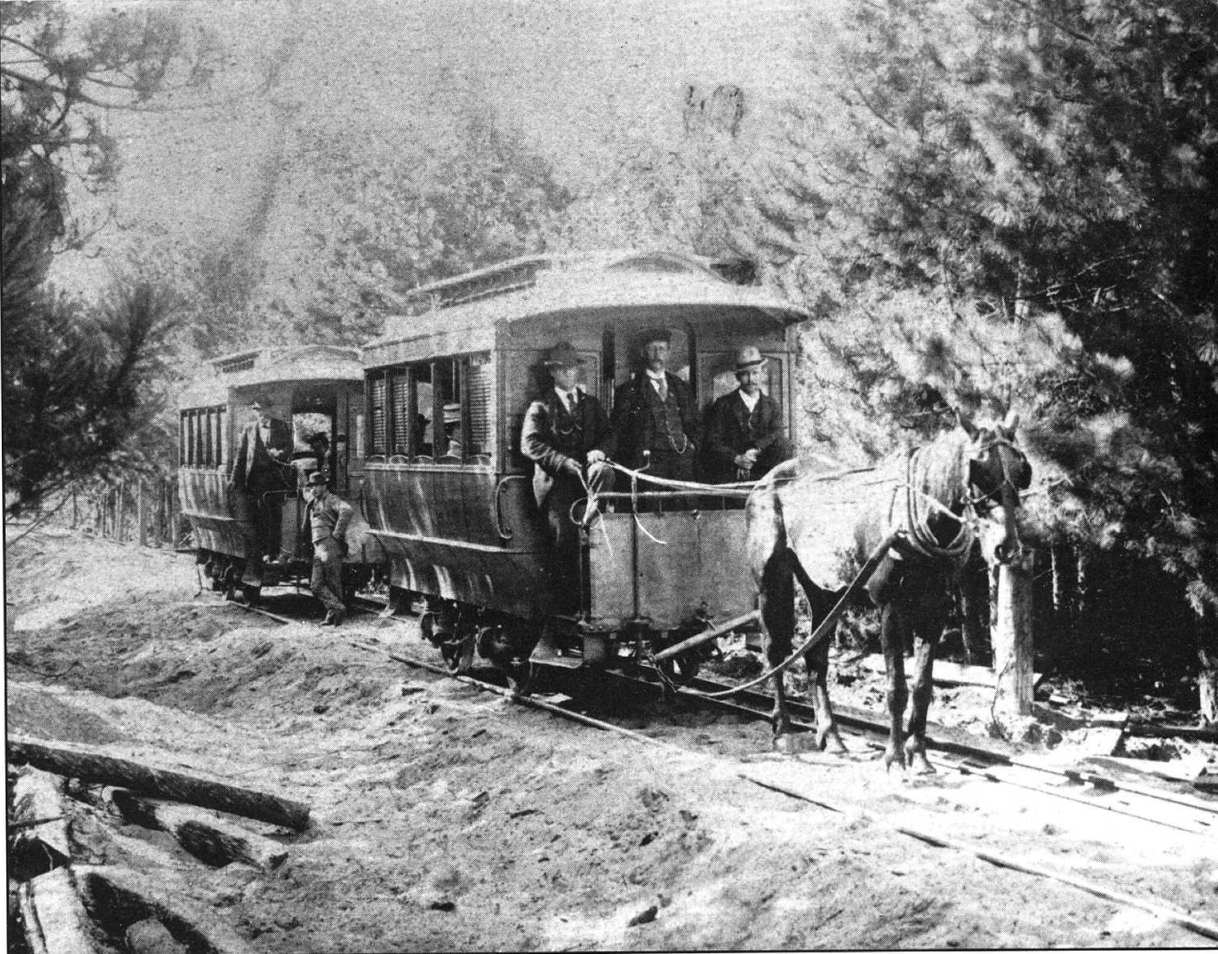
Bottom: The Chicago Great Western had already merged into the North Western, but strings of red F-units still headed freights at St. Anthony tower in 1968.
Joe Elliott photo.



Top: Transit progress in the Twin Ports. The last horsecars in the state ran until 1899 on the Interstate Traction Co. on Duluth's Park Point. Note that conversion to electricity is imminent. A third rail has been added for standard gauging.

Bottom: When the streetcars quit in 1939, they were replaced by Minnesota's only permanent trolley bus operation. Both Northeast Minnesota Historical Center collection.

Rear cover: This is what pre-World War I railroading looked like—small power and wooden cars calling at towns across Minnesota. Top: Motley on the Northern Pacific. Suppose that brakeman is 18 yet? Bottom: Ottetail on the Soo Line. Both MTM collection.







MINNESOTA STREETCAR MUSEUM

PO Box 16509
Minneapolis, MN 55416-0509
www.TrolleyRide.org

August 2021

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